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Code Comment Document

**From:** [Projects](#)  
**To:** [ADOT](#)  
**Subject:** FW: Build freeway  
**Date:** Monday, May 20, 2013 8:43:37 AM

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**From:** aztecking602ss@yahoo.com [mailto:aztecking602ss@yahoo.com]  
**Sent:** Friday, May 17, 2013 6:04 PM  
**To:** Projects  
**Subject:** Build freeway

Built it already I'm just to fast and furious

Sent from my HTC smartphone on the Now Network from Sprint!

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div>1 follow-up to your question, then I'll wrap up with</div> <div>2 the last one.</div> <div>3 Yes, ma'am.</div> <div>4 MEMBER OF PUBLIC: Okay. Regarding the</div> <div>5 Game &amp; Fish being approached in 2002 and 2003, have</div> <div>6 the discussions continued since then, because a lot</div> <div>7 of information has been learned about appropriate</div> <div>8 wildlife crossing structures since 2002, and made</div> <div>9 leaps and bounds of discovery since that time.</div> <div>10 UNIDENTIFIED SPEAKER: Not specifically on</div> <div>11 that topic, no.</div> <div>12 MEMBER OF PUBLIC: Okay.</div> <div>13 THE FACILITATOR: One last question, the</div> <div>14 others remaining here we either addressed earlier</div> <div>15 tonight or have been referenced in the EIS, the</div> <div>16 draft. So we'll put the responses to these on the</div> <div>17 Internet so we have time for closing. Fair enough?</div> <div>18 The last question, then, from Scott</div> <div>19 Sprague, "What about the Tucson Shovelnose Snake?,"</div> <div>20 is that what it's called, it is another candidate</div> <div>21 species in the region.</div> <div>22 MR. SPARGO: Yeah, it is a candidate</div> <div>23 species, so therefore, as a candidate species</div> <div>24 therefore it isn't something that has a regulatory</div> <div>25 requirement, but it will be considered. The initial</div> <div>Page 103</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response
1	Biology, Plants, and Wildlife	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
1	1 ANONYMOUS SPEAKER: Basically I'm opposed
2	2 to the freeway coming through my neighborhood. I would
3	3 prefer to see the alternative W101, western option. I
4	4 live in this neighborhood, I have for a while. I call it
5	5 home. I don't want a freeway that's going to bring
6	6 pollution and crime, displace a lot of good folks. I
7	7 just think we need to go as far west as possible.
8	8 I think we need to rethink this whole thing so
9	9 you're not displacing people in any of these locations.
10	10 I don't think it should depend on money. I don't think
11	11 people who have money should be making these decisions.
12	12 I think it should be the people who live in these
13	13 neighborhoods. I want our opinions to count. I want my
14	14 voice to be heard.
15	15 I can't imagine living right behind a
16	16 freeway. It's going to take away what I call home.
17	17 That's not an option. They are ruining lives. I'm not
18	18 going to stand for it. You know, I don't want it in my
19	19 backyard. What I'm saying is: I don't want it in my
20	20 backyard.
21	21 I want to know how they are coming up with
22	22 these alternatives. I want these people to come into
23	23 these neighborhoods and see us face to face and see what
24	24 you're taking away. These homes have been here for
25	25 years.
Page 7	
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Code	Issue	Response
1	Alternatives, W59 Alternative Versus W101 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Air Quality	
3	Neighborhoods/Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
4	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
5	Alternatives, No-Action (No-Build) Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Public Involvement	Public comments are a vital component in the decision-making process. Public comments have been solicited from project inception and through key milestones in the environmental impact statement process. The interests and needs of the public, along with all other social, economic, and environmental issues and impacts, must be fully analyzed and included in the Draft and Final Environmental Impact Statements. Comments made during development of the Draft Environmental Impact Statement have been used to adjust plans, explore new questions, or make changes—all within the scope of the National Environmental Policy Act. Public comments received on the Draft Environmental Impact Statement was reviewed and addressed in the Final Environmental Impact Statement. Public comments received on the Final Environmental Impact Statement will also be considered and addressed as appropriate. More information about the entire public involvement process up to publication of the Draft Environmental Impact Statement is available in Chapter 6, <i>Comments and Coordination</i> , of the Draft Environmental Impact Statement.
7	Neighborhoods/Communities	While the W59 Alternative is adjacent to residential areas, a freeway has been planned in this location for many years (see Draft Environmental Impact Statement pages 4-16 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
8	Alternatives	Chapter 3 in the Draft Environmental Impact Statement details the process used and alternatives developed in the course of the project.



Code	Comment Document
	<div><div>1                  They need to go back to the drawing board</div><div>2  and rethink it.  I don't think any of these people are</div><div>3  living in any of the neighborhoods they are destroying,</div><div>4  so I guess that's what I want to say.  It's just sad.</div><div>5  It's a sad day when you take down somebody's home and not</div><div>6  care.  It's just sad.</div><div>7                          *  *  *  *</div><div>8                  (Proceedings concluded at 7:00 p.m.)</div><div>9</div><div>10</div><div>11</div><div>12</div><div>13</div><div>14</div><div>15</div><div>16</div><div>17</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div></div> <div>Page 8</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response
9	Public Involvement	Chapter 6 in the Draft Environmental Impact Statement details the public outreach for this project. Pages 6-11 through 6-15 list the numerous meetings that the Arizona Department of Transportation has had with organizations, City of Phoenix, community leaders, homeowners associations, informal meetings with political leaders, etc. Numerous public meetings have been held throughout the Study Area to share information about the project.

Code	Comment Document
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1 creator was from there, and he created us from out of  
2 clay. That was used on the mountain.  
3 Maybe you people don't believe in any of that. You  
4 don't care. You just came out of nowhere, the dust of  
5 something. We don't know where you came from -- where  
6 you came from. We know where we came from and our  
7 beliefs. We know where we were created. I don't know  
8 where you people were created and you probably don't  
9 know either. That's why it's probably not significant  
10 to you. That's not our fault. That's your fault for  
11 leaving your land, then you would know where you came  
12 from. Let me see. Ok. I'm running out of stuff to  
13 say. Thank you.

14 FRANK EVEN: We need the highway badly. The only  
15 question we have is, can it be sooner rather than later.  
16 I mean, seriously. No, I mean, just in time to work, my  
17 commute on Baseline is miserable. Too much stop and go.  
18 It takes anywhere from 20 to 30 minutes to travel 14  
19 miles, whereas with the new highway, I'll be able to do  
20 that in 10 to 15 minutes and probably use less gas in  
21 the process. The end. Please start it in 2013 instead  
22 of 2014 or I'll have to move out of the area. Now, the  
23 end.

24 ANONYMOUS SPEAKER: I want it faster. I have  
25 been waiting many, many years for this.

Page 8

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Code	Issue	Response
1		Comment noted.

Code Comment Document

LOOP 202  
*South Mountain*  
 Freeway Study

2013

## Draft Environmental Impact Statement

### COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013. This expansion will create more jobs, in return more revenue for the state. Build the W59 and EI help our economy

#### Optional

Name \_\_\_\_\_ Email \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Fax \_\_\_\_\_

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: [projects@azdot.gov](mailto:projects@azdot.gov) or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

15-138

**ADOT**

U.S. Department of Transportation  
**Federal Highway  
 Administration**

FOR MORE INFORMATION:  
[azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)

Code	Issue	Response
1		Comment noted.



Code	Comment Document
	<div>1    though we're right next door until we and our kids and</div> <div>2    our people realize that we can make bigger strides if we</div> <div>3    apply ourselves and our children and not be afraid to</div> <div>4    stand in places where we need to stand up.  That's about</div> <div>5    it.</div> <div>6                    Thank you very much.</div> <div>7                    MS. FORGY:  My name is Janet Forgy.  I</div> <div>8    have lived in Laveen area, the 67th Avenue and Baseline</div> <div>9    subdivision, Laveen Meadows, for about six years in</div> <div>10   November.  And I can tell you we desperately need to have</div> <div>11   this 202.  It's imperative.  It's like we're out in the</div> <div>12   boondocks.  Businesses are not developing.  We have to go</div> <div>13   five miles to get to I-10, that's the shortest distance,</div> <div>14   five or 13 miles to get to an interstate.</div> <div>15                    I-10 is like a parking lot sometimes.</div> <div>16   There's no development of businesses.  I mean, there's</div> <div>17   nothing.  We need that desperately, and so I strongly</div> <div>18   encourage the 202 to be developed as soon as possible</div> <div>19   without any delays cause we definitely need it.</div> <div>20                    UNIDENTIFIED SPEAKER:  One of the things I</div> <div>21   want to stress is that when I purchased my house in</div> <div>22   November of 2007 I saw the possibilities of development</div> <div>23   and I was assured that it was going to be developed.  It</div> <div>24   subsequently has not.  As a matter of fact I understand</div> <div>25   because of the economic situations, things had a way of</div> <div>Page 7</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response

Code	Comment Document
1	<div><p>1 everything going downhill, but what it's done is it's</p><p>2 just made it even worse in that area because of no</p><p>3 development, not only because of the economy, but there's</p><p>4 just no roads, no highways. We're just kind of like very</p><p>5 secluded.</p><p>6 This should have been done a long time</p><p>7 ago. It needed to be done a long time ago. We've got to</p><p>8 look at the big picture.</p><p>9 And I looked at the studies. It looks</p><p>10 like it's been done very thoroughly. It looks like all</p><p>11 interests have been taken into account. Now it's time to</p><p>12 get going on it and quit playing.</p><p>13 MR. WINNER: I live at 47th Avenue and</p><p>14 Baseline roughly. I support the freeway coming through.</p><p>15 I have a three-year-old daughter and the first two years</p><p>16 of her life she was chronically ill. I was in and out of</p><p>17 the hospital. The closest children's pediatric urgent</p><p>18 care is at Central and Baseline. The closest hospital is</p><p>19 obviously in downtown. There's nothing -- west there's</p><p>20 Thunderbird and there's another hospital, I believe it's</p><p>21 on 5th Avenue, so I support it primarily for the expected</p><p>22 hospital facility that they are going to be putting in.</p><p>23 That's it. Simple.</p><p>24 UNIDENTIFIED SPEAKER: The problem with</p><p>25 I-10 is it turns into a bottleneck, and they are not</p></div> <div><p>Page 8</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div>Document Created: 7/1/2013 4:00:14 PM by Web Comment Form</div> <div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div></div><div><p>To Whom it May Concern:</p><p>I am a concerned homeowner in the Ahwatukee Foothills community who is not in favor of building the Loop 202 South freeway along Pecos Rd. The only thing between my home and the new freeway is an empty strip of land (a wash). I am of the understanding that my home is not considered to be in the right of way, and thus not eligible for housing relocation. My quality of life will change for the worse if the freeway is built, since I will have to not only endure all of the negative impacts of the construction of a major freeway in very short proximity to my home, but also will be subject to long term increased traffic noise, environmental pollution and the overall general change of the fabric of my community. My home, my quality of life, and community will suffer negatively if the freeway is built. Please do not build.</p></div></div>

Code	Issue	Response
1	Alternatives, E1 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Draft Environmental Impact Statement pages 4-16 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
3	Acquisitions and Relocations	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix. Agencies may acquire only those properties located entirely or partly within the project right-of-way limits (see Draft Environmental Impact Statement page 4-45).
4	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Air Quality	

Code	Issue	Response
1		Comment noted.



Code	Comment Document
1	<div>1 UNIDENTIFIED SPEAKER: Basically I guess</div> <div>2 I have a lot of questions about the pollution issue</div> <div>3 because I don't think that's really been analyzed</div> <div>4 enough or discussed enough. And the fact that we</div> <div>5 sort of have an environment here where we kind of go</div> <div>6 up in elevation up to the mountain, and I live right</div> <div>7 at the base of the mountain. I guess I'm more</div> <div>8 concerned about pollution issues because I understand</div> <div>9 it's going to get a lot of truck traffic, and trucks</div> <div>10 are pretty dirty, dirtier than cars. So I'm more</div> <div>11 concerned about the pollution issue than I am about</div> <div>12 the sound issue.</div> <div>13 Obviously if I lived next to the proposed</div> <div>14 freeway, I would be more concerned about the sound</div> <div>15 issue, but I'm three miles up, so, but I have mixed</div> <div>16 emotions about it. I am on the surface right now not</div> <div>17 really understanding everything about it. I'm</div> <div>18 opposed to it. And I think the only way that we</div> <div>19 could even begin to get our voices heard would be to</div> <div>20 mobilize and litigate against it, but I -- I don't</div> <div>21 know if people are afraid enough or understand it</div> <div>22 enough, you know, to form a big enough organization.</div> <div>23 I can see from a city standpoint to</div> <div>24 complete the loop and put us where we're supposed to</div> <div>25 be, but from an environmental standpoint, that's my</div> <div>Page 7</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Noise	



Code	Comment Document
1 4	<div>1    come up with some scientific evidence that pollution</div> <div>2    won't increase. But how will that increased</div> <div>3    pollution settle up against the mountain? Because</div> <div>4    that's one of the beauties is that the pollution</div> <div>5    index is very high on the other side of the mountain.</div> <div>6    Over here, minimal. So, I mean, that's -- that's one</div> <div>7    of my major concerns.</div> <div>8                    And obviously if you have an eight-lane</div> <div>9    freeway, you're dramatically increasing the</div> <div>10   pollution. But other than that, great looking plan.</div> <div>11   I don't like them cutting up the mountain. I just go</div> <div>12   out the door and I'm on the mountain. I don't go</div> <div>13   that far down. I don't want to stop progress, but I</div> <div>14   have to make a stand at some point.</div> <div>15                    That's a hell of a presentation that</div> <div>16   ADOT's done. A tremendous amount of work. Very well</div> <div>17   done.</div> <div>18</div> <div>19</div> <div>20</div> <div>21</div> <div>22</div> <div>23</div> <div>24</div> <div>25</div>
1	
5	
Page 9	
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Code	Issue	Response
4	Air Quality	According to the Arizona Department of Transportation, 2013, <i>Air Quality Assessment South Mountain Freeway 202L Draft Report</i> , review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.
5	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code

Comment Document

**From:** [Projects](#)  
**To:** [ADOT](#)  
**Subject:** FW: 202 bypass  
**Date:** Wednesday, May 15, 2013 11:12:21 AM

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**From:** Sunctklobz@aol.com [mailto:Sunctklobz@aol.com]  
**Sent:** Wednesday, May 15, 2013 11:01 AM  
**To:** Projects  
**Subject:** 202 bypass

get off dead center and geter done.

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1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div>LOOP 202</div><div><div>South Mountain</div><div>Freeway Study</div></div><div>2013</div></div> <div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div> <div><p>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</p><p>ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.</p><p>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</p></div> <div><div>It is helpful to ADOT to receive comments on:</div><div><ul style="list-style-type: none"><li>• A particular alternative, environmental impact assessment, and/or draft mitigation.</li><li>• Any information you feel is incomplete or incorrect.</li><li>• How the proposed action would affect you.</li></ul></div></div> <div><div>1</div><div><p>Comments must be received or postmarked by July 24, 2013.</p><p>I FAVORED THE CONSTRUCTION OF THE 202 LOOP FOR REASONS DESCRIBED BELOW WILL BE GREATLY REDUCED.</p><p>1) TRAVEL TIME ALONG THE 10 FREEWAY FROM 59TH AVE TO 60TH FREEWAY INTERSECTION.</p><p>2) REDUCED TRAVEL TIME MEANT LESS GAS COST, LESS ENVIRONMENTAL IMPACT ON OZONE PRODUCTION - KEYS THAT AFFECTS OUR ENVIRONMENT (AIR WE BREATHE &amp; POLLUTION).</p></div></div> <div><div>Optional</div><div><div>Name</div><div>Email</div><div>Address</div><div><div>City</div><div>State</div><div>Zip</div></div><div><div>Phone</div><div>Fax</div></div></div></div> <div><p>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: <a href="mailto:projects@azdot.gov">projects@azdot.gov</a> or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</p></div> <div><div>ADOT</div><div><div>U.S. Department of Transportation</div><div>Federal Highway Administration</div></div><div>FOR MORE INFORMATION: <a href="http://azdot.gov/SouthMountainFreeway">azdot.gov/SouthMountainFreeway</a></div></div>

Code	Issue	Response
1		Comment noted.



Code	Comment Document
	<div><div><div>1 everything going downhill, but what it's done is it's</div><div>2 just made it even worse in that area because of no</div><div>3 development, not only because of the economy, but there's</div><div>4 just no roads, no highways. We're just kind of like very</div><div>5 secluded.</div><div>6 This should have been done a long time</div><div>7 ago. It needed to be done a long time ago. We've got to</div><div>8 look at the big picture.</div><div>9 And I looked at the studies. It looks</div><div>10 like it's been done very thoroughly. It looks like all</div><div>11 interests have been taken into account. Now it's time to</div><div>12 get going on it and quit playing.</div><div>13 MR. WINNER: I live at 47th Avenue and</div><div>14 Baseline roughly. I support the freeway coming through.</div><div>15 I have a three-year-old daughter and the first two years</div><div>16 of her life she was chronically ill. I was in and out of</div><div>17 the hospital. The closest children's pediatric urgent</div><div>18 care is at Central and Baseline. The closest hospital is</div><div>19 obviously in downtown. There's nothing -- west there's</div><div>20 Thunderbird and there's another hospital, I believe it's</div><div>21 on 5th Avenue, so I support it primarily for the expected</div><div>22 hospital facility that they are going to be putting in.</div><div>23 That's it. Simple.</div><div>24 UNIDENTIFIED SPEAKER: The problem with</div><div>25 I-10 is it turns into a bottleneck, and they are not</div></div><div>Page 8</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
1	<div><p>1 improving I-10 as far as adding additional lanes. I know</p><p>2 the 202 is going to take a while to merge, but it's a</p><p>3 bottleneck right there and this is going to make it worse</p><p>4 because people are going to be coming down the 202 to go</p><p>5 down for morning rush hour and then going home just the</p><p>6 opposite. It's going to make that area worse.</p><p>7 From the 101 to around 35th Avenue is a</p><p>8 nightmare in the morning, a nightmare, just a parking</p><p>9 lot, a parking lot. And then coming home it's flip</p><p>10 flopped. And I don't see them improving the I-10 at</p><p>11 least adding one lane on each side. They are not doing</p><p>12 nothing there.</p><p>13 Instead of building this freeway, why</p><p>14 don't they just make our freeway wider?</p><p>15 That's my comment plain and simple. If</p><p>16 they are going to add a freeway to a freeway, they need</p><p>17 to add extra lanes to the freeway they are adding it to.</p><p>18 Get rid of this bottleneck we have or else it's even</p><p>19 going to get worse. It's a bottleneck now. It's going</p><p>20 to make it worse. No doubt about it.</p><p>21 I mean, the freeway is awesome if it was</p><p>22 all done at once, and it's not going to be. They will</p><p>23 stop it at Baseline. It's going to make it bad for a</p><p>24 long time for a lot of people. If it was done all the</p><p>25 way to 202 all at one time and then open it, yeah, it</p></div> <div><p>Page 9</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></div>

Code	Issue	Response
1	Alternatives, W59 Alternative Versus W101 Alternative	The proposed connection to Interstate 10 (Papago Freeway) would include substantial improvements (widening) along Interstate 10 to allow traffic to and from the South Mountain Freeway to smoothly enter and exit the Interstate 10 main line.
2	Construction	The Arizona Department of Transportation is evaluating construction delivery methods for the proposed freeway. One concept is to deliver it as a single design-build project. This method would expedite the construction duration for the entire project to around 3 to 3.5 years. Another concept would be to deliver the project in a more traditional method breaking the 22-mile corridor into nine segments (each 1 to 3 miles long) and constructing them in phases. Each segment would be under construction for 1 to 3 years and the total construction duration for the entire corridor would be 5 to 6 years. A discussion of construction implementation is provided beginning on page 3-59 of the Final Environmental Impact Statement. Any particular area of the Preferred Alternative would not be expected to see construction activities beyond an approximate 2-year period.



Code	Comment Document
	<div><div></div><div>1    would be fine, but it's not. 2                   Thanks. 3                   MR. NELSON:  As a resident of the Gila 4    Indian Community, I feel that the Loop 202 is needed.  It 5    would serve all the communities, not just the southern 6    part, but the northern part. 7                   As far as serving the state, I have to go 8    back to the history of the loop of the I-10 when it was 9    constructed in 1957 and the right-of-way was put through 10   Gila River.  In 1957 it was 11 miles.  At that time there 11   was promise of frontage roads, better interchanges.  To 12   this date there really hasn't been anything done as far 13   as fulfilling any of those promises.  So one thing that I 14   would like to come out of the Loop 202, if it is to come 15   into the community, is that those promises are fulfilled, 16   not only for the Loop 202, but for the I-10 that goes 17   through the community towards Casa Grande and into 18   Tucson. 19                   At this time, the landowners there are a 20   small voice, but yet they are not as loud as the 21   opposition in the community.  One thing that the State 22   and ADOT has to know on the federal highway is that those 23   people that are against the Loop 202 don't speak for the 24   whole community even though they speak loud. 25                   One thing that's been done in the tribe is</div></div> <div>Page 10</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response

Code	Comment Document
	<div><div>LOOP 202</div><div>South Mountain Freeway Study</div><div>2013</div></div> <div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div> <div><div><div>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</div><div>ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.</div><div>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</div></div><div><div>It is helpful to ADOT to receive comments on:</div><div><ul style="list-style-type: none"><li>• A particular alternative, environmental impact assessment, and/or draft mitigation.</li><li>• Any information you feel is incomplete or incorrect.</li><li>• How the proposed action would affect you.</li></ul></div></div></div> <div><div><div>123</div><div>Comments must be received or postmarked by July 24, 2013. I do not want this South Mountain Freeway because it will cause major air, noise and congestion pollution within</div></div><div><div>Optional</div><div><div>Name</div><div>Email</div></div><div><div>Address</div></div><div><div>City</div><div>State</div><div>Zip</div></div><div><div>Phone</div><div>Fax</div></div></div><div><div>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</div></div><div><div>ADOT TRACS No.: 2021 MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)</div><div><div>ADOT</div><div>U.S. Department of Transportation Federal Highway Administration</div></div><div><div>FOR MORE INFORMATION:</div><div>azdot.gov/SouthMountainFreeway</div></div></div></div>

Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Noise	
3	Purpose and Need	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22).  Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.

Code	Comment Document
1	<p>UNIDENTIFIED SPEAKER: I live in the Lakewood community which I moved into in 1992 for one reason is the fresh water well fed -- fresh water wells. That's fresh water. Like, that's all we have is the lake. We don't have a golf course. We don't have anything else but that fresh water lake that's literally filled with well water which we own as the owners of Lakewood properties.</p> <p>And they're telling us now that the lake's -- I mean, the wells will be gone and they said they could come up with an alternative water source, but that's not acceptable. Those are stocked with fish and that's the entire reason you would live in Lakewood. Everything centers around that lake. All of our greenbelts are around the lake. So I'm totally opposed to this freeway for that and for the possible climate.</p> <p>We've got climate warming and everything else and putting concrete all around that entire community the way they want to do it, forget it. They're going to destroy our quality of life. So I'm completely opposed to this, and I really want the wells addressed because we do not want reclaimed water. We don't want -- we don't want any reclaimed water. We don't want any city water to fill that</p>
	<p>Page 10</p> <p>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1	Groundwater	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner would be compensated by drilling a new well according to State regulations/standards. (See the text box on Final Environmental Impact Statement page 4-108.) The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region.
2	Air Quality	Climate change is an important national and global concern. While the earth has gone through many natural changes in climate in its history, there is general agreement that the earth's climate is currently changing at an accelerated rate and will continue to do. Human-caused greenhouse gas emissions contribute to this rapid change. Carbon dioxide makes up the largest component of these greenhouse gas emissions. Other prominent transportation-related Greenhouse gases include methane and nitrous oxide. Greenhouse gases trap heat in the earth's atmosphere. Because the atmospheric concentration of greenhouse gases continues to climb, our planet will likely continue to experience climate change-related phenomena (see Final Environmental Impact Statement pages 4-85 through 4-86). To date, no national standards have been established regarding greenhouse gases. Greenhouse gases are different than other air pollutants evaluated in federal environmental reviews because their impacts are not localized or regional due to their rapid dispersion into the global atmosphere. The affected environment for greenhouse gas emissions is the entire planet. In contrast to broad-scale actions such as those involving an entire industry sector or very large geographic areas, it is difficult to isolate and understand greenhouse gas emissions' impacts for a particular transportation project. Furthermore, presently there is no scientific methodology for attributing specific climatological changes to a particular transportation project's emissions. Under the National Environmental Policy Act, detailed environmental analysis should focus on issues that are significant and meaningful to decision making. The Federal Highway Administration has concluded, based on the nature of greenhouse gas emissions and the exceedingly small potential greenhouse gas impacts of the proposed freeway (as shown in Final Environmental Impact Statement Table 4-37 on page 4-85), that greenhouse gas emissions from the proposed freeway would not result in "reasonably foreseeable significant adverse impacts on the human environment" [40 Code of Federal Regulations § 1502.22(b)].
3	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Draft Environmental Impact Statement pages 4-16 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

Code	Comment Document
	<div><div><div>1 lake. We want our well water. Those are our wells</div><div>2 and from what they told us, they can't.</div><div>3</div><div>4</div><div>5</div><div>6</div><div>7</div><div>8</div><div>9</div><div>10</div><div>11</div><div>12</div><div>13</div><div>14</div><div>15</div><div>16</div><div>17</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div></div><div><div>Page 11</div><div>Driver and Nix Court Reporters - (602) 266-6525</div><div>www.drivernix.com</div></div></div>

Code	Issue	Response

Code

Comment Document

**From:** [Projects](#)  
**To:** [ADOT](#)  
**Subject:** FW: Build the South Mountain Freeway  
**Date:** Tuesday, May 14, 2013 9:46:07 AM

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**From:** ROJcocola@aol.com [mailto:ROJcocola@aol.com]  
**Sent:** Friday, May 10, 2013 6:57 PM  
**To:** Projects  
**Cc:** info@buildthe202.com  
**Subject:** Build the South Mountain Freeway

PLEASE BUILD THE SOUTH MOUNTAIN FREEWAY!

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><div><div><div>LOOP 202 South Mountain Freeway Study</div><div>2013</div></div><div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div><div><p>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</p><p>ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.</p><p>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</p></div><div><p>It is helpful to ADOT to receive comments on:</p><ul style="list-style-type: none"><li>• A particular alternative, environmental impact assessment, and/or draft mitigation.</li><li>• Any information you feel is incomplete or incorrect.</li><li>• How the proposed action would affect you.</li></ul></div><div><p>Comments must be received or postmarked by July 24, 2013.</p><p>I think that, traffic issues aside, the proposed expansion will be beneficial to economic growth along the new corridor. Not to mention the jobs the construction itself will bring to the valley for years.</p><div><div>Optional</div><div><div>Name</div><div>Email</div><div>Address</div><div><div>City</div><div>State</div><div>Zip</div></div><div><div>Phone</div><div>Fax</div></div></div><div><p>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: <a href="mailto:projects@azdot.gov">projects@azdot.gov</a> or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</p><div><div><div>ADOT</div><div><div>U.S. Department of Transportation</div><div>Federal Highway Administration</div></div></div><div><div>FOR MORE INFORMATION:</div><div><a href="http://azdot.gov/SouthMountainFreeway">azdot.gov/SouthMountainFreeway</a></div></div></div></div></div></div></div></div>

Code	Issue	Response
1		Comment noted.





Code	Comment Document
1	<div>1 get around the way we used to anymore and it's nearly</div> <div>2 impossible to get from our place to Ahwatukee, so we are</div> <div>3 in favor of -- we support the building of the freeway.</div> <div>4 We think it's way past time.</div> <div>5 Thank you.</div> <div>6 UNIDENTIFIED SPEAKER: I feel that while</div> <div>7 the study has been -- followed the process, it needs to</div> <div>8 be completed. It's been 12 years since this study has</div> <div>9 gone on. I think it's high time they finish it up and</div> <div>10 develop a road and move on with design. And I'm a</div> <div>11 proponent of having it on Pecos Road alignment. I'm a</div> <div>12 proponent of tying it into the 101, Loop 101, instead of</div> <div>13 59 like Phoenix wants it.</div> <div>14 I also feel Phoenix, it has been some of</div> <div>15 the delay because they allowed planning or community</div> <div>16 development along the Ahwatukee area when they could have</div> <div>17 easily set aside property and right-of-way. So I feel a</div> <div>18 lot of onus belongs to the City of Phoenix, not ADOT.</div> <div>19 Other communities have set aside properties as freeways</div> <div>20 have moved through. I'm talking about the East Valley in</div> <div>21 particular.</div> <div>22 I'm a proponent of the South Mountain</div> <div>23 Freeway. I do not feel that air quality is an issue.</div> <div>24 And Ahwatukee is very -- there are a lot of opponents to</div> <div>25 Ahwatukee area, vocal, and they bring -- I think because</div> <div>Page 13</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response
1	Alternatives, W59 Alternative Versus W101 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Acquisitions and Relocations	While the City has some ability to control development through its zoning ordinances, the City does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land based on the risk that the freeway would eventually be built. Citizens were also aware of the potential and chose to buy homes near the freeway despite the same risk. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Draft Environmental Impact Statement.



Code	Comment Document
	<div><div></div><div>1 of the social status down there they have a lot of -- a 2 strong voice unfortunately. 3 I don't care how they build it. I just 4 hope they build within the next five, ten years. That's 5 all I have to say. 6 UNIDENTIFIED SPEAKER: Maricopa County has 7 about five or six million people. It takes a certain 8 number -- a certain amount of facilities to move traffic 9 for five or six million. Probably there's three plus 10 million cars. 11 The corridor from California to the East 12 Coast, we're right in the way. This tunnel down here was 13 the last piece of I-10 that was built and opened, so we 14 have been in bottleneck for a long time. Coming from 15 across 10, this is really and truly parallel to I-40 and 16 I-10 and they both go all the way coast to coast 17 virtually. And so we need this commercial -- I'm hunting 18 the word -- to be tied to a commercial link. 19 We're right out here in the middle of the 20 desert not doing squat except collecting cactus, so it 21 would be a good thing for us to have a link commercially 22 between West Coast and East Coast and we do after a 23 fashion. 24 I-40 doesn't go through either Tucson or 25 Phoenix. I-10 does. So we need to do everything we can</div></div> <div>Page 14</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

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	<div><div>LOOP 202</div><div>South Mountain Freeway Study</div><div>2013</div></div> <div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div> <div><div><div>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</div><div>ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.</div><div>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</div></div><div><div>It is helpful to ADOT to receive comments on:</div><div><div>A particular alternative, environmental impact assessment, and/or draft mitigation.</div><div>Any information you feel is incomplete or incorrect.</div><div>How the proposed action would affect you.</div></div></div><div><div>Comments must be received or postmarked by July 24, 2013.</div><div><div>THE ESSENCE OF THE LAKEWOOD COMMUNITY IS OUR FRESH WATER LAKES WHICH ARE FED BY FRESH WATER WELLS.</div><div>NO ACTION!</div><div>I purchased my house in Lakewood in 1992 because of the spectacular environment &amp; the well's fresh water lake - NO RECLAIMED WATER! NOT CITY WATER!</div><div>I do not want my quality of life adversely affected by another freeway. Our lakes in Lakewood are fed by wells - fresh water wells. Our lake water is not city water or reclaimed water!</div><div>We do not want these fresh water wells impacted by a freeway. Lakewood Residents own these wells &amp; we do not want a substitute water source.</div></div><div><div>Optional</div><div><div>Name</div><div>Email</div></div><div><div>Address</div></div><div><div>City</div><div>State</div><div>Zip</div></div><div><div>Phone</div><div>Fax</div></div></div><div><div>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</div></div><div><div>ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)</div><div><div>ADOT</div><div><div>U.S. Department of Transportation</div><div>Federal Highway Administration</div></div></div><div><div>FOR MORE INFORMATION:</div><div>azdot.gov/SouthMountainFreeway</div></div></div></div></div>

Code	Issue	Response
1	Groundwater	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner would be compensated by drilling a new well according to State regulations/standards. (See the text box on Final Environmental Impact Statement page 4-108.) The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region.

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Code	Issue	Response
1	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Noise	
3	Air Quality	
4	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Draft Environmental Impact Statement pages 4-16 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

Code	Comment Document
1	<div><div><div><div><div>LOOP 202</div><div>South Mountain</div><div>Freeway Study</div></div><div>2013</div></div><div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div></div><div><div><div>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</div><div>ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.</div><div>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</div></div><div><div>It is helpful to ADOT to receive comments on:</div><div><ul style="list-style-type: none"><li>• A particular alternative, environmental impact assessment, and/or draft mitigation.</li><li>• Any information you feel is incomplete or incorrect.</li><li>• How the proposed action would affect you.</li></ul></div></div></div><div><div>Comments must be received or postmarked by July 24, 2013.</div><div><div>So, I understand environmental impact</div><div>side of construction but most of the</div><div>alignment is desert shrubs - not even true</div><div>prehistoric lake</div><div>Sonoran Desert - just dried lake bed</div><div>with creosote bushes. ADOT will do its</div><div>usual good job of trying to lower</div><div>impact as much as possible.</div></div><div><div>Optional</div><div><div>Name</div><div>Email</div></div><div><div>Address</div></div><div><div>City</div><div>State</div><div>Zip</div></div><div><div>Phone</div><div>Fax</div></div></div><div><div>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</div></div><div><div>ADOT</div><div><div>U.S. Department of Transportation</div><div>Federal Highway Administration</div></div><div><div>FOR MORE INFORMATION:</div><div>azdot.gov/SouthMountainFreeway</div></div></div></div></div>

Code	Issue	Response
1		Comment noted.

Code

Comment Document

**TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

INCOMING CALL DATE: 05/10/13	INCOMING CALL TIME: 10:16 AM
CALLER: ANONYMOUS4	CALLER ADDRESS: 10605 N. MASCAL LANE, FOUNTAIN HILLS, AZ 85268
PHONE:	EMAIL:

**CALLER REMARKS/QUESTIONS:**  
Build the South Mountain Freeway now.

1

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	<div>1 of the social status down there they have a lot of -- a</div> <div>2 strong voice unfortunately.</div> <div>3 I don't care how they build it. I just</div> <div>4 hope they build within the next five, ten years. That's</div> <div>5 all I have to say.</div> <div>6 UNIDENTIFIED SPEAKER: Maricopa County has</div> <div>7 about five or six million people. It takes a certain</div> <div>8 number -- a certain amount of facilities to move traffic</div> <div>9 for five or six million. Probably there's three plus</div> <div>10 million cars.</div> <div>11 The corridor from California to the East</div> <div>12 Coast, we're right in the way. This tunnel down here was</div> <div>13 the last piece of I-10 that was built and opened, so we</div> <div>14 have been in bottleneck for a long time. Coming from</div> <div>15 across 10, this is really and truly parallel to I-40 and</div> <div>16 I-10 and they both go all the way coast to coast</div> <div>17 virtually. And so we need this commercial -- I'm hunting</div> <div>18 the word -- to be tied to a commercial link.</div> <div>19 We're right out here in the middle of the</div> <div>20 desert not doing squat except collecting cactus, so it</div> <div>21 would be a good thing for us to have a link commercially</div> <div>22 between West Coast and East Coast and we do after a</div> <div>23 fashion.</div> <div>24 I-40 doesn't go through either Tucson or</div> <div>25 Phoenix. I-10 does. So we need to do everything we can</div> <div>Page 14</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response

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1	<div>1 to facilitate the movement of goods through Phoenix. If</div> <div>2 you come across 10 under this tunnel that we really</div> <div>3 didn't need and go around the curve past the airport,</div> <div>4 it's a constant strain and congestion. If you come down</div> <div>5 I-17 and it curves and go out, 17 is stopped from the</div> <div>6 Stack to where 17 meets 10. Well, that don't work. Now,</div> <div>7 if anything happens, an accident or anything, it's tied</div> <div>8 up for hours.</div> <div>9 If we build the south -- build the 202,</div> <div>10 it's more than just a reliever. It will be used. They</div> <div>11 say it will move 150,000 cars, vehicles, a day. No, it</div> <div>12 won't. It will try to move 200,000 a day because, when</div> <div>13 I-17 and I-10 find out they can get by with not having to</div> <div>14 come through downtown Phoenix, they will use it and the</div> <div>15 traffic will increase, not exponentially, but almost. It</div> <div>16 will increase linearly.</div> <div>17 And I know there are a lot of</div> <div>18 environmental impacts. I've been doing this all my life.</div> <div>19 So the problem is that there are a number of people that</div> <div>20 will be impacted, all 285 of them as opposed 200,000</div> <div>21 every day. I feel sorry for the people that are</div> <div>22 impacted; however, there is, to my way of thinking, a</div> <div>23 greater good.</div> <div>24 My stories can get pretty long and windy.</div> <div>25 In the end, there is a greater good and</div> <div>Page 15</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div>1    the greater good is right now Maricopa County could stand</div> <div>2    a two billion dollar boost, you know. That's what it's</div> <div>3    going to cost roughly. And that will all be spent in</div> <div>4    Maricopa County.</div> <div>5                    Finally somebody is talking about it. The</div> <div>6    governor came out with a letter and she was the first one</div> <div>7    I read that mentioned the economic benefit of building</div> <div>8    the 202 South Mountain.</div> <div>9                    There -- I'm trying -- I'm hunting for a</div> <div>10   place to put a period.</div> <div>11                   It's not that I'm not sympathetic to the</div> <div>12   Indian community, but they have delayed this long enough.</div> <div>13   And, in fact, you know, they play games, "Well, we're</div> <div>14   going to vote about putting it on our land."</div> <div>15                   When they did 101 on the east side, the</div> <div>16   people in Scottsdale said, "Well, put it on the Indian</div> <div>17   land." They did not understand that this was a separate</div> <div>18   sovereign country and you don't condemn a separate</div> <div>19   sovereign country's land, so they did this after the</div> <div>20   Pimas came out and closed their half of the Pima Road.</div> <div>21   Here was all these cars now having four lanes of cars on</div> <div>22   two lanes.</div> <div>23                   ADOT started buying right of way through</div> <div>24   Scottsdale. Well, as time went on, negotiations with the</div> <div>25   Pimas picked up and they were able to -- they didn't buy</div> <div>Page 16</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response



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	<div><div><div>1    the right-of-way. They leased the right-of-way for two</div><div>2    or 300 years. Indians can't sell it. They can lease it.</div><div>3    The social benefit, the economic benefit to the Pimas,</div><div>4    they ultimately got \$189 million, a promise to buy all</div><div>5    the materials from them, a promise to hire their young</div><div>6    men to work on the project. They was pretty smooth.</div><div>7    They beat the White man at his own game. Now they are</div><div>8    pretty prosperous.</div><div>9                    They've got a lot of coins in their</div><div>10   pocket. These poor people that need help, the social</div><div>11   help, like, you know, all the old people are hunting for</div><div>12   a place to live and it's getting harder and harder to</div><div>13   find nursing care, you know, just because of the money.</div><div>14   Well, this is an opportunity for them to ensure the</div><div>15   economy of the 35,000 people. I would hope that they</div><div>16   would get on board. They haven't yet. And I don't agree</div><div>17   with that. I can see that it can work like it did for</div><div>18   the Pimas.</div><div>19                    The road, I-10 from Phoenix to Tucson, is</div><div>20   being widened to three lanes each way. It's really nice,</div><div>21   maybe four lanes in some areas. Where I-10 crosses the</div><div>22   GRIC land, it spans two lanes. GRIC wants to know,</div><div>23   "Well, where is our widening?"</div><div>24                    We ain't widening theirs. It's not a</div><div>25   revenge motive. It's just they're too hard to deal with.</div></div><div>Page 17</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
	<div><div><div>1    It's still their land.  The right-of-way that I-10 is on</div><div>2    where the highway is built still belongs to the GRIC, so</div><div>3    they have -- they have took dead aim at their foot and</div><div>4    shot it, just about shot it off.  I'm sorry.</div><div>5                    In fact, my great, great grandmother was a</div><div>6    full blooded Chickasaw, so I have not animus.  I'm not</div><div>7    anti-Red man but I'm anti being dumb, that's what I'm</div><div>8    anti.</div><div>9                    President Eisenhower signed the Interstate</div><div>10   Act in 1956.  The interstate system provided a means to</div><div>11   make these connections.  It was more than just a new</div><div>12   highway system.  All these cities with 50,000 population</div><div>13   or more were connected all over the United States.  These</div><div>14   connections would connect us and Tucson, us and Denver,</div><div>15   us and LA, on and on, Utah, Salt Lake City.  I don't want</div><div>16   to leave Salt Lake City out.</div><div>17                    When the interstate system started, there</div><div>18   was not a link between Phoenix and Flagstaff.  There was</div><div>19   an old Army road that you pulled your mules on wagons</div><div>20   through.  It went up toward Payson.  I walked it.  I</div><div>21   worked on 87.  Well, it followed the old Army road that</div><div>22   would eventually get you to Flagstaff.  Flagstaff was a</div><div>23   pretty big place then.</div><div>24                    You're getting a history lesson, you know.</div><div>25                    Now I-40, it replaced U.S. 66.  U.S. 66</div></div><div>Page 18</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

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	<div><div><div>1 came from Chicago almost to L.A. It was a historic road. 2 There was not very many transcontinental roads around 3 then. U.S. 66 connected Chicago with the West Coast. 4 That was good because they could haul -- we had two ways 5 to get commerce to the West Coast and from the West Coast 6 to the middle of the country-- trains and highways. The 7 highways were not very fast. They went through every 8 town of a hundred people, so you can imagine how many 9 stop signs and stop lights there were from L.A. to 10 Chicago. I-40 replaced most of that. 11 You could drive all the way from Chicago 12 to L.A. and all you had to do was stop for gas and go to 13 the restroom. And you could do it at high speeds, at 14 70 miles an hour. It meant the size of the trucks could 15 increase to haul more commerce. They originally were 16 like 40, 45 feet, the trailers were 40, 45 feet long, 17 then they started putting two of them together. That was 18 like a train on the road rather than on the tracks. 19 Well, the rails fell into disrepair 20 because of a lot of reasons, but, if you notice a lot of 21 places you'll see railroad ties as architectural 22 landscaping. Well, they came from the railroads that was 23 taken out, so the idea of the highways being a commercial 24 link that link the whole United States, they hadn't 25 thought of that ahead of time. They might have dreamed</div></div><div>Page 19</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

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	<div><div>1 of it, but nobody thought of it.</div><div>2 All of the east/west highways, interstate</div><div>3 highways end in a zero, I-40, I-10, I-20, I-50, I-60.</div><div>4 All of the north/south ones end in usually a five, but</div><div>5 they don't have to be a five. All of the diagonals are</div><div>6 three numbers that usually end in either a five or zero.</div><div>7 Look at the map sometime. You'll see what I'm talking</div><div>8 about.</div><div>9 Where did the idea come from?</div><div>10 Well, when Eisenhower was in Germany in</div><div>11 World War II Hitler had built these highways to move</div><div>12 troops, materials, and whatnot. Eisenhower brought this</div><div>13 idea back to the U.S. and did the same thing. The</div><div>14 original reason for building the interstate system was to</div><div>15 be able -- we were still in the cold war -- was to be</div><div>16 able to move men and material. All the design</div><div>17 specifications for bridges were to hold up tanks, not</div><div>18 haul a truckload of furniture, but haul up these big low</div><div>19 boys that had tanks on the back of them so when they</div><div>20 drove across it the bridge wouldn't fall in.</div><div>21 Well, there's your history lesson. Thank</div><div>22 you.</div><div>23 MR. MORALES: I'll keep it short. I'm</div><div>24 concerned about the archeological sites. South Mountain</div><div>25 is our most sacred of all sacred mountains. Elder</div></div> <div>Page 20</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

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1	Groundwater	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner would be compensated by drilling a new well according to State regulations/standards. (See the text box on Final Environmental Impact Statement page 4-108.) The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region.

Code	Comment Document
12	<div><div>1UNIDENTIFIED SPEAKER: You know what's</div><div>2sad about Arizona, put the -- put the freeways in</div><div>3first and give us a chance to say whether we want to</div><div>4live near something. Don't take our quality in 20</div><div>5years and then put something like that on top of us</div><div>6and say tough luck now. You know, you don't devalue</div><div>7someone's property.</div><div>8Put the freeways around. If people want</div><div>9to choose to live by them afterwards, then build it</div><div>10around stuff, but don't add stuff later that destroys</div><div>11quality of life, right? That's what they're doing.</div><div>12That's absolutely appalling and that's what they've</div><div>13done.</div><div>14I've been here 35 years and they do it</div><div>15everywhere and enough is enough. They've done it to</div><div>16other communities. They've destroyed other</div><div>17communities. We don't want it, so...</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div></div>
	<div>Page 13</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response
1	Social Conditions	While the City has some ability to control development through its zoning ordinances, the City does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land based on the risk that the freeway would eventually be built. Citizens were also aware of the potential and chose to buy homes near the freeway despite the same risk. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Draft Environmental Impact Statement.
2	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Draft Environmental Impact Statement pages 4-16 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
3	Acquisitions and Relocations	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values. A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.

Code	Comment Document
1	
	<p><b>From:</b> <a href="#">Projects</a> <b>To:</b> <a href="#">ADOT</a> <b>Subject:</b> FW: Build 202. <b>Date:</b> Friday, May 17, 2013 8:50:19 AM</p>
	<p><b>From:</b> lc5w [mailto:lc5w@yahoo.com] <b>Sent:</b> Friday, May 17, 2013 4:30 AM <b>To:</b> Projects <b>Subject:</b> Build 202.</p> <p>Sent from my Samsung Epic™ 4G Touch</p> <p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

Code	Issue	Response
1		Comment noted.

Code

Comment Document

LOOP 202

South Mountain

Freeway Study

2013

Draft Environmental Impact Statement

COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

1

Comments must be received or postmarked by July 24, 2013.

This proposed action will allow me to travel to my family easier. Also, this alignment will bring more jobs to the area. Better access to the South Mountain recreation areas

Optional

Name

Email

Address

City

State

Zip

Phone

Fax

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: [projects@azdot.gov](mailto:projects@azdot.gov) or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

ADOT

U.S. Department of Transportation

Federal Highway Administration

FOR MORE INFORMATION:

[azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)

Code	Issue	Response
1		Comment noted.



Code	Comment Document						
1	<div><div>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div><table><tr><td>INCOMING CALL DATE: 05/13/13</td><td>INCOMING CALL TIME: 5:02 PM</td></tr><tr><td>CALLER: ANONYMOUS</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div><b>CALLER REMARKS/QUESTIONS:</b> I am very much in favor of the freeway.</div></div>	INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 5:02 PM	CALLER: ANONYMOUS	CALLER ADDRESS:	PHONE:	EMAIL:
	INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 5:02 PM					
	CALLER: ANONYMOUS	CALLER ADDRESS:					
	PHONE:	EMAIL:					

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div><div><div><div><span></span></div><div>LOOP 202</div></div></div><div><div><span></span></div><div>South Mountain</div></div></div><div><div><span></span></div><div>Freeway Study</div></div></div></div>

Draft Environmental Impact Statement

COMMENT FORM

Ahwatukee Public Forum Meeting  
6/18/13 4:00 PM to 7:00 PMNO ACTION! LAKEWOOD OWNS WELLS!

1

I am very concerned how it is going to affect Lakewood and the Lake. The wells were on the books before the Freeway. Also, I am concerned about the water to the Lake at Miralago where my brother owns.

2

3

The Freeway on Pecos will severely affect Lakewood because reclaimed water will smell! Also, the Lagos School is right on Pecos. It is going to hurt our property values! Lakewood already has a crime due to its proximity to the freeway easy access in and out.

Geri Thompson  
15830 S. 36<sup>th</sup> Street  
Phoenix, AZ 85048  
480-239-7589  
[gerithompson@gtcallhome.com](mailto:gerithompson@gtcallhome.com)

Code	Issue	Response
1	Groundwater	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner would be compensated by drilling a new well according to State regulations/standards. (See the text box on Final Environmental Impact Statement page 4-108.) The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region.
2	Economics, Socioeconomics	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; “Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor”). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
3	Neighborhoods/ Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.

Code	Comment Document
<div><div>1234</div></div>	<div><div><div>1UNIDENTIFIED SPEAKER: We are totally</div><div>2opposed to it because of the noise and the pollution,</div><div>3and we do not want an exit off 17th Avenue because</div><div>4that will increase the amount of crime in the area.</div><div>5So we're totally opposed to that.</div><div>6</div><div>7</div><div>8</div><div>9</div><div>10</div><div>11</div><div>12</div><div>13</div><div>14</div><div>15</div><div>16</div><div>17</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div></div><div><div>Page 27</div><div>Driver and Nix Court Reporters - (602) 266-6525</div><div>www.drivernix.com</div></div></div>

Code	Issue	Response
1	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Air Quality	
3	Design	The locations of the planned traffic interchanges were determined in coordination with the City of Phoenix. The current plan balances the need to minimize impacts on the adjacent community with the need to provide acceptable access to the region’s transportation system.
4	Neighborhoods/Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.

Code Comment Document

LOOP 202

# South Mountain Freeway Study

2013

## Draft Environmental Impact Statement

### COMMENT FORM

**Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.**

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

**It is helpful to ADOT to receive comments on:**

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013. Completion of the loop 202 would improve the economy and highway travel throughout the valley drastically. It should be completed as soon as possible, as the project will only be more costly as more time passes. Some say it will cause environmental harm, but it would actually reduce total pollution. Development would also only affect a very small portion of South Mountain, which the native tribes had the opportunity to prevent. Please move forward with construction.

#### Optional

Name \_\_\_\_\_ Email \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Fax \_\_\_\_\_

**Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: [projects@azdot.gov](mailto:projects@azdot.gov) or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007**

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

13-150

**ADOT**

U.S. Department of Transportation  
Federal Highway  
Administration

FOR MORE INFORMATION:  
[azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)

Code	Issue	Response
1		Comment noted.

Code	Comment Document
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Code Comment Document

LOOP 202

# South Mountain

Freeway Study

2013

## Draft Environmental Impact Statement

### COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

#### It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013. I highly think they ought  
to build the 202. Just moving from the midwest I find the  
traffic situation a disgrace. I would not move to the area specifically  
because of it. It will bring people, money, jobs, and opportunity for  
those that move to the area.

#### Optional

Name \_\_\_\_\_ Email \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Fax \_\_\_\_\_

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: [projects@azdot.gov](mailto:projects@azdot.gov) or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

13-150

**ADOT**

U.S. Department of Transportation  
Federal Highway  
Administration

FOR MORE INFORMATION:  
[azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)

Code	Issue	Response
1		Comment noted.

Code

Comment Document

**TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 12:14 PM
CALLER: ANONYMOUS6	CALLER ADDRESS: TEMPE, AZ
PHONE:	EMAIL:

**CALLER REMARKS/QUESTIONS:**

I want this freeway to get built. Get `er done.

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><p>1 don't get their jobs back. We'll give them to people with</p><p>2 sense in their heads.</p><p>3           Anyhow, thanks for listening. ADOT, you're</p><p>4 depressing as always.</p><p>5</p><p>6                           * * *</p><p>7</p><p>8           UNIDENTIFIED SPEAKER: The biggest thing right</p><p>9 now, I think, is why is it that it's only one day and</p><p>10 during the workday, like, this particular public hearing</p><p>11 and the forum and everything like that? Because normal</p><p>12 people work Monday through Friday, 8:00 to 5:00, so it</p><p>13 seems like it would be better, like, on a weekend, all day</p><p>14 Saturday and all day Sunday.</p><p>15           Because there's a lot of information for people</p><p>16 to kind of comprehend, especially for the people who may</p><p>17 be newer to the community and not familiar with the NEPA</p><p>18 process, not familiar with the technical process, I think</p><p>19 a bigger span of time would have been better.</p><p>20</p><p>21                           * * *</p><p>22</p><p>23           MR. CASTLE: Patrick, C-a-s-t-l-e.</p><p>24           I just spoke in the other room, but I think that</p><p>25 the key thing that we saw in years in living in an area</p></div> <div><p>Page 7</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></div>

Code	Issue	Response
1	Public Involvement	<p>This study, which began in July 2001, is expected to be completed in 2014. During the study process, community members have had and will continue to have various opportunities to ask questions, express opinions, and provide comments about the proposed action.</p> <p>The Draft Environmental Impact Statement had a 90-day comment period—twice the duration that federal regulations require. A public hearing was held on May 21, 2013, at the Phoenix Convention Center from 10 a.m. to 8 p.m. where individuals provided comments for up to 3 minutes in front of a project team panel or provided comments with no specific time limit to a court reporter. Comment forms were available for written comment.</p> <p>At any time during the 90-day period, comments could be made using e-mail, phone, the project Web site, and by mail. Six additional community forums were held at locations within and in close proximity to the Study Area.</p>



Code	Comment Document
	<div><div>LOOP 202</div><div>South Mountain Freeway Study</div><div>2013</div></div> <div>Draft Environmental Impact Statement</div> <div>COMMENT FORM</div> <div>Additional Comments:</div> <div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div><div>6</div><div>7</div><div>8</div><div>9</div></div> <div><p>This "plan" has been going on much too long. In spite of what was in place 20 years ago, it should have been re-evaluated once so much of Ahwatukee was developed.</p><p>You are forcing a huge, ugly road on a community that was developed to be family-friendly, safe and, yes, sheltered.</p><p>The funding for this road will not allow a highway to be built below grade to help reduce noise. There are schools too close to the roadway. There are homes that will be destroyed.</p><p>Please work more with the Indian Community and give them time to work thru their own process, slow though it may be.</p><p>After this many years this road on the Pecos Alignment is a terrible idea. It will be a truck route - no doubt about it.</p></div> <div><div>ADOT</div><div>U.S. Department of Transportation Federal Highway Administration</div><div>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</div></div>

Code	Issue	Response
1	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Draft Environmental Impact Statement pages 4-16 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
3	Alternatives	The project team analyzed the belowground option, also called the depressed freeway option. The analysis indicated that depressing the freeway would increase the cost of construction and right-of-way acquisition, displace additional residences, create the need for additional pump stations and detention basins, and still need the installation of noise barriers. Because the belowground option would result in substantially greater costs and residential displacements, this option was eliminated from further study (see Draft Environmental Impact Statement pages 3-15 and 3-18).
4	Noise	Although depressing the freeway would reduce noise levels, noise walls would still be needed to further reduce noise to meet the Arizona Department of Transportation noise policy. Whether the freeway is built aboveground with tall walls or belowground with shorter walls, the final mitigated noise levels would be nearly the same at nearby residences. The major disadvantage of building a depressed freeway would be the increased construction cost and the possible acquisition of additional right-of-way for pump stations and retention basins.
5	Health Effects	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
7	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
8	Alternatives, E1 Alternative	
9	Purpose and Need, Truck Bypass	

Code	Comment Document
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25	<p>UNIDENTIFIED SPEAKER: You can just state there that I'm also totally opposed to the construction of this, and the reasons being for the fact that this will be additional noise, trucker traffic, pollution in an area that we purchased a home in in order to have the peace and quiet of the Ahwatukee atmosphere. And also particularly opposed to the exit off 17 having a new -- due to the fact that that will increase the crime rate in the area.</p> <p>Page 28</p> <p>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Purpose and Need, Truck Bypass	
3	Air Quality	
4	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Draft Environmental Impact Statement pages 4-16 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
5	Design	The locations of the planned traffic interchanges were determined in coordination with the City of Phoenix. The current plan balances the need to minimize impacts on the adjacent community with the need to provide acceptable access to the region's transportation system.
6	Neighborhoods/Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.

Code	Comment Document
	<div><div>LOOP 202</div><div><div>South Mountain</div><div>Freeway Study</div></div><div>2013</div></div> <div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div> <div><div><div>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</div><div>ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.</div><div>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</div></div><div><div>It is helpful to ADOT to receive comments on:</div><div><ul style="list-style-type: none"><li>• A particular alternative, environmental impact assessment, and/or draft mitigation.</li><li>• Any information you feel is incomplete or incorrect.</li><li>• How the proposed action would affect you.</li></ul></div></div></div> <div><div>Comments must be received or postmarked by July 24, 2013.</div><div><div>1</div><div>2</div><div>3</div><div>I am in opposition to the extension of the 202 for many reasons. Among them are noise, crime and more pollution.</div><div>Noise:</div><div>People move out to this area for a number of reasons. One of them is to get away from the noise of the city and freeways. This will end with the building of the 202.</div><div>Crime:</div><div>With the building of this freeway, neighborhoods will be much more accessible to criminals. This proposal contains too many exit ramps opening up neighborhoods to increased crime.</div><div>Pollution:</div><div>Eight to ten lanes of freeways will do nothing but add more pollution to the metro area, —→</div></div><div><div>4</div></div><div><div>3</div></div><div><div>Optional</div><div>Name _____ Email _____</div><div>Address _____</div><div>City _____ State _____ Zip _____</div><div>Phone _____ Fax _____</div></div><div><div>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: <a href="mailto:projects@azdot.gov">projects@azdot.gov</a> or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</div></div><div><div>ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)</div><div><div>ADOT</div><div><div>U.S. Department of Transportation</div><div>Federal Highway Administration</div></div></div><div><div>FOR MORE INFORMATION:</div><div><a href="http://azdot.gov/SouthMountainFreeway">azdot.gov/SouthMountainFreeway</a></div></div></div></div>

Code	Issue	Response
1	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Neighborhoods/Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
3	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Design	The locations of the planned traffic interchanges were determined in coordination with the City of Phoenix. The current plan balances the need to minimize impacts on the adjacent community with the need to provide acceptable access to the region's transportation system.



Code

Comment Document

LOOP 202

South Mountain

Freeway Study

2013

Draft Environmental Impact Statement

COMMENT FORM


Additional Comments: which already has a high level of pollution.

5 Finally, why can we not have areas free of interstates? This city has enough. Do you plan on putting one thru Cave Creek or cutting thru Desert Mountain in North Scottsdale?

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

13-150

ADOT

U.S. Department of Transportation  
Federal Highway  
Administration

FOR MORE INFORMATION:  
azdot.gov/SouthMountainFreeway

Code	Issue	Response
5	Alternatives	The proposed Loop 202 South Mountain Freeway has been a critical part of the Maricopa Association of Governments' Regional Freeway and Highway System since it was first included in funding approved by Maricopa County voters in 1985. It was also part of the <i>Regional Transportation Plan</i> funding passed by Maricopa County voters in 2004 through Proposition 400. There are no current plans to build a freeway through Cave Creek or Desert Mountain.

Code	Comment Document
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Code Comment Document

LOOP 202

# South Mountain

Freeway Study

2013

## Draft Environmental Impact Statement

### COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

1

Comments must be received or postmarked by July 24, 2013.

BUILD MORE ROADS

#### Optional

Name \_\_\_\_\_ Email \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Fax \_\_\_\_\_

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: [projects@azdot.gov](mailto:projects@azdot.gov) or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

13-150

FOR MORE INFORMATION:  
[azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <p>LOOP 202</p> <h1 style="margin: 0;"><i>South Mountain</i></h1> <p>Freeway Study</p> </div> <div style="text-align: right;"> <p><b>2013</b></p> </div> </div> <div style="background-color: #333; color: white; padding: 10px; margin-top: 10px;"> <h2 style="margin: 0;">Draft Environmental Impact Statement</h2> <p style="margin: 0;">COMMENT FORM</p> </div> <div style="margin-top: 10px;"> <p><b>Additional Comments:</b> <u>Build More Roads, Progress is good</u></p> <hr/><hr/><hr/><hr/><hr/><hr/><hr/><hr/><hr/><hr/><hr/><hr/><hr/><hr/><hr/><hr/><hr/><hr/><hr/><hr/><hr/><hr/><hr/><hr/><hr/><hr/> </div>	
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<div style="display: flex; justify-content: space-between; align-items: center;"> </div> <div style="text-align: right; margin-top: 10px;"> <b>FOR MORE INFORMATION:</b>  <a href="http://azdot.gov/SouthMountainFreeway">azdot.gov/SouthMountainFreeway</a> </div>	

Code	Issue	Response





Code	Comment Document
	<div>4315</div> <div><div><div>1back on the I-10 and 51st Avenue, and that would relieve</div><div>2a lot of the truck traffic and accidents and other</div><div>3things.</div><div>4The other thing would be just -- that would</div><div>5also help pollution and air quality and cars idling and</div><div>6trucks idling. And so all of those benefits, I think,</div><div>7would be beneficial to building the freeway on that. And</div><div>8also HOV lanes and stuff would be included on the South</div><div>9Mountain Loop, so that's probably the main reasons why I</div><div>10support it.</div><div>11* * *</div><div>12MS. HERRING: Patrice Herring. And I</div><div>13definitely want a yes vote on the 202 for the W-59 link</div><div>14because I am a Laveen resident. I bought a house in</div><div>15Laveen because I was promised that this freeway was</div><div>16coming through. We have horrible traffic in our area.</div><div>17We have problems with the river -- when it gets flooded,</div><div>18getting over the river. Sometimes we're stuck where we</div><div>19can't even cross over to the other side of the city.</div><div>20This will reduce pollution, as well, and bring much</div><div>21needed businesses to the Laveen area, and link us to</div><div>22other areas of the city. We definitely need the Loop 202</div><div>23freeway and we need the W-59 route. Thank you.</div><div>24* * *</div><div>25UNIDENTIFIED SPEAKER: I really want you to</div></div><div>Page 5</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
1	<div><p>1 build it as soon as you can. We need access to -- like a</p><p>2 hospital, I know they're building a hospital, and I want</p><p>3 to have a hospital close by. When it floods 67th and</p><p>4 91st, kind of out in the middle of nowhere, and it takes</p><p>5 a long time. We have to go all the way to 51st from</p><p>6 74th Avenue.</p><p>7 And my parents live in Apache Junction and</p><p>8 it takes us a long time to get from 74th to the 10, just</p><p>9 to get on the 60. And there's a lot of traffic lights</p><p>10 and they keep putting in more traffic lights and there's</p><p>11 more traffic and it's overwhelming.</p><p>12 And the closest mall is probably ten miles,</p><p>13 so that means more driving. I guess in order for us to</p><p>14 get a hospital in our area, they need more access --</p><p>15 people that can access it. And the only way to do that</p><p>16 is to build this highway. It would just make things so</p><p>17 much easier.</p><p>18 I know I had -- one morning I had to take</p><p>19 my husband to the hospital. He had a kidney stone and we</p><p>20 had to go way across the north just to get to the</p><p>21 hospital. It would be so much nicer to have one closer</p><p>22 for emergencies. I mean, if it does flood on 67th and</p><p>23 91st, that means it would be taking longer time, if there</p><p>24 was an emergency, for emergency vehicles to come to where</p><p>25 we're at. We're just secluded over there in a corner,</p></div> <div><p>Page 6</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div></div><div><div>1with no access.</div><div>2I guess that's pretty much it. We're in</div><div>3Laveen Meadows. It's just west of 67th and, well, it's</div><div>4just south of Baseline. I know I was talking to someone</div><div>5here that said that they -- this has come up before, and</div><div>6they still haven't gotten anywhere. And we really want</div><div>7to see it in the near future.</div><div>8* * *</div><div>9UNIDENTIFIED SPEAKER: I'll say a few</div><div>10words. I think from the perspective of creating over</div><div>1130,000 jobs for the community that it would be a big</div><div>12benefit of the project. It would put in, like, a mall,</div><div>13as well as a hospital -- places I could possibly work</div><div>14since I'm unemployed. I just got a degree in behavioral</div><div>15health from Glendale.</div><div>16It would definitely speed up traffic. And</div><div>17I think the pollution would kind of go down because</div><div>18there'd be less idling cars -- if that helps any. I</div><div>19think it just pretty much is going to put in some jobs.</div><div>20It's going to speed up the freeway, I mean, you know, the</div><div>21traffic so you can get over to Apache Junction quicker.</div><div>22And it doesn't look like it's going to move too many</div><div>23houses out. Obviously a couple businesses up along some</div><div>24areas, but that shouldn't affect it too much. The 59</div><div>25alternate would be less houses. And it wouldn't affect</div></div></div> <div><div>Page 7</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code

Comment Document

LOOP 202

South Mountain

Freeway Study

2013

Draft Environmental Impact Statement

COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

A particular alternative, environmental impact assessment, and/or draft mitigation.

Any information you feel is incomplete or incorrect.

How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

1

30 years on the books / still no big changes

2

Why have we waited? no money to build here, money elsewhere Chandler did a great job of planning for the 202. PHX chose to allow building instead of planning in my opinion to gain Prop tax \$\$. Now the cost has sky rocketed. 1998 the GILA River Comm said they would be interested in the way on their land ADOT ignored them. 13 years later they "penciled in" the plan they chose to ignore. A very easy answer here we are 17 years later looking at spending 3 billion

Optional

NOT A Good Plan

Name

Email

Address

City

State

Zip

Phone

Fax

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT

U.S. Department of Transportation

Federal Highway Administration

FOR MORE INFORMATION:

azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	Alternatives, Gila River Indian Community Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Social Conditions	While the City has some ability to control development through its zoning ordinances, the City does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land based on the risk that the freeway would eventually be built. Citizens were also aware of the potential and chose to buy homes near the freeway despite the same risk. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Draft Environmental Impact Statement.

Code	Comment Document
1 2 3 4 5 2	<div><div>1UNIDENTIFIED SPEAKER: We're really against the</div><div>2freeway, and hope that they do not go through with it, and that</div><div>3it's going to cause a lot of pollution, noise, and aggravation</div><div>4for our community. And there will be too many homes that are</div><div>5lost.</div><div>6So I don't know if I'm saying too much too fast?</div><div>7COURT REPORTER: No, you're fine.</div><div>8UNIDENTIFIED SPEAKER: But we're going to have</div><div>9to -- We'd rather that they even bought out our home. It's</div><div>10going to be too difficult for us to even stay there, probably,</div><div>11because we're too close to the wall and we can't -- we can't --</div><div>12I don't think that we're going to be able to take all the noise</div><div>13and everything. So I'm hoping that they do something else.</div><div>14Okay?</div><div>15I know they're still going to build it.</div><div>16</div><div>17</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div></div> <div>Page 5</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Noise	
3	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Draft Environmental Impact Statement pages 4-16 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
4	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
5	Acquisitions and Relocations	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix. Agencies may acquire only those properties located entirely or partly within the project right-of-way limits (see Draft Environmental Impact Statement page 4-45).



Code Comment Document

Estudio de la Autopista  
**South Mountain**  
 LOOP 202

2013

## Reporte Del Impacto Ambiental

### FORMULARIO DE COMENTARIOS

**Gracias por participar en el proceso de recopilación de comentarios sobre el Reporte del Impacto Ambiental del proyecto de la autopista South Mountain.**

ADOT alienta a todos los interesados, a presentar sus comentarios por escrito sobre cualquier aspecto del Reporte del Impacto Ambiental. ADOT considerará todos los comentarios en la preparación final de este reporte e incluirá las respuestas a todos los comentarios, conclusiones finales sobre impactos potenciales, y la recomendación final de ADOT.

**Para ADOT es muy útil recibir comentarios sobre:**

- Alguna alternativa en particular, cuál sería su impacto ambiental y las medidas propuestas para reducir dicho impacto.
- Cualquier información que usted sienta que está incompleta o incorrecta.
- Cómo le afectará a usted la acción propuesta.

Los comentarios deben ser recibidos o tener el sello postal con fecha límite del 24 de julio de 2013.

We moved to<sup>th</sup> Ahwatukee area because of its beauty, quiet, and high quality of life. All of this is threatened by the building of an 8-10 lane interstate freeway. We will no longer be able to look south and see the beauty of the open desert land of the Gila River Community. We will instead see vehicles and concrete. The structure of South Mountain will be cut through by the freeway. We live in one of the few areas of metro Phoenix where you cannot hear a freeway or major arterial. If this highway is built, the sound of cars, trucks, and semis will be constantly heard. There will be increased air pollution in an already polluted area. This will further compromise health. Our area which has relatively low crime will probably see an increase with easy access to neighborhoods provided by the Interstate with its many on and off ramps and associated development at these areas.

**Opcional**

Nombre \_\_\_\_\_

Correo Electrónico \_\_\_\_\_

Dirección \_\_\_\_\_

Ciudad \_\_\_\_\_

Estado \_\_\_\_\_

Código Postal \_\_\_\_\_

Teléfono \_\_\_\_\_

Fax \_\_\_\_\_

Continued on back →

Los comentarios deben ser recibidos o tener el sello postal con fecha límite de Julio 24, 2013. Los comentarios pueden ser depositados en la reunión de hoy, enviados por correo electrónico a [projects@azdot.gov](mailto:projects@azdot.gov) o por correo regular a : ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

13-150

**ADOT**

U.S. Department of Transportation  
**Federal Highway  
 Administration**

PARA MÁS INFORMACIÓN:  
[azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)

Code	Issue	Response
1	Visual Resources	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
2	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Noise	
4	Noise	
5	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Health Effects	
7	Neighborhoods/Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
8	Design	The locations of the planned traffic interchanges were determined in coordination with the City of Phoenix. The current plan balances the need to minimize impacts on the adjacent community with the need to provide acceptable access to the region's transportation system.

Code	Comment Document
Estudio de la Autopista <b>South Mountain</b> LOOP 202	
2013	
<b>Reporte Del Impacto Ambiental</b> FORMULARIO DE COMENTARIOS	
Comentarios Adicionales:	
9	The above problems happen every time a freeway is built. It completely changes the neighborhoods it is built through and near. A complex, expensive study did not have to be done. Look at any area in Arizona or in the country where an interstate has been built. The numbers can easily be manipulated to the bias of the people who want it built. For these reasons and others I am very opposed <sup>to</sup> the building of the freeway in this area.
ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)	
13-150	
ADOT U.S. Department of Transportation Federal Highway Administration	
PARA MÁS INFORMACIÓN: azdot.gov/SouthMountainFreeway	

Code	Issue	Response
9	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Draft Environmental Impact Statement pages 4-16 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

Code	Comment Document
	<div data-bbox="428 443 798 522"><p><b>From:</b> <a href="#">Projects</a> <b>To:</b> <a href="#">ADOT</a> <b>Subject:</b> FW: 202 <b>Date:</b> Monday, May 20, 2013 8:44:43 AM</p><hr/></div> <div data-bbox="428 608 820 695"><p><b>From:</b> reo58@aol.com [mailto:reo58@aol.com] <b>Sent:</b> Friday, May 17, 2013 5:38 PM <b>To:</b> Projects <b>Subject:</b> 202</p></div> <div data-bbox="428 719 867 743"><p>Please build the South Mountain 202 Loop. Thanks.</p><hr/></div> <div data-bbox="428 808 1289 870"><p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p></div>

Code	Issue	Response
1		Comment noted.



Code	Comment Document
1	<div><div><div><div>LOOP 202 <i>South Mountain</i> Freeway Study</div><div>2013</div></div><div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div></div><div><p>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</p><p>ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.</p><p>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</p></div><div><p>It is helpful to ADOT to receive comments on:</p><ul style="list-style-type: none"><li>• A particular alternative, environmental impact assessment, and/or draft mitigation.</li><li>• Any information you feel is incomplete or incorrect.</li><li>• How the proposed action would affect you.</li></ul></div><div><p>Comments must be received or postmarked by July 24, 2013. <i>This will help traffic &amp; Im all for more roads!</i></p></div><div><p>Optional</p><p>Name _____ Email _____</p><p>Address _____</p><p>City _____ State _____ Zip _____</p><p>Phone _____ Fax _____</p><p>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: <a href="mailto:projects@azdot.gov">projects@azdot.gov</a> or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</p><div><div>ADOT</div><div><small>U.S. Department of Transportation Federal Highway Administration</small></div></div><div>FOR MORE INFORMATION: <a href="http://azdot.gov/SouthMountainFreeway">azdot.gov/SouthMountainFreeway</a></div></div></div>

Code	Issue	Response
1		Comment noted.



Code	Comment Document
1	<div>1 with no access.</div> <div>2 I guess that's pretty much it. We're in</div> <div>3 Laveen Meadows. It's just west of 67th and, well, it's</div> <div>4 just south of Baseline. I know I was talking to someone</div> <div>5 here that said that they -- this has come up before, and</div> <div>6 they still haven't gotten anywhere. And we really want</div> <div>7 to see it in the near future.</div> <div>8 * * *</div> <div>9 UNIDENTIFIED SPEAKER: I'll say a few</div> <div>10 words. I think from the perspective of creating over</div> <div>11 30,000 jobs for the community that it would be a big</div> <div>12 benefit of the project. It would put in, like, a mall,</div> <div>13 as well as a hospital -- places I could possibly work</div> <div>14 since I'm unemployed. I just got a degree in behavioral</div> <div>15 health from Glendale.</div> <div>16 It would definitely speed up traffic. And</div> <div>17 I think the pollution would kind of go down because</div> <div>18 there'd be less idling cars -- if that helps any. I</div> <div>19 think it just pretty much is going to put in some jobs.</div> <div>20 It's going to speed up the freeway, I mean, you know, the</div> <div>21 traffic so you can get over to Apache Junction quicker.</div> <div>22 And it doesn't look like it's going to move too many</div> <div>23 houses out. Obviously a couple businesses up along some</div> <div>24 areas, but that shouldn't affect it too much. The 59</div> <div>25 alternate would be less houses. And it wouldn't affect</div> <div>Page 7</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div>1 me because I'm over on 74th Avenue. That's pretty much</div> <div>2 all I have.</div> <div>3 * * *</div> <div>4 UNIDENTIFIED SPEAKER: I think they're a</div> <div>5 little late in doing this, but I hope they do do this at</div> <div>6 some point. I don't see any reason not to do this. I</div> <div>7 think in Phoenix, in general, they wait until it's too</div> <div>8 late to do some of this planning. So I think with all</div> <div>9 the information available, it's very overwhelming. But</div> <div>10 this project is definitely needed and just to alleviate</div> <div>11 some of the stress downtown with traffic and help have</div> <div>12 alternative ways of getting to West Phoenix other than</div> <div>13 driving through Central Phoenix.</div> <div>14 So I'm a native to Ahwatukee, and this has</div> <div>15 been something on the burner for a while now and hasn't</div> <div>16 come to fruition, so I think that's my statement.</div> <div>17 I don't see any reason why they haven't</div> <div>18 built it around. I think of all the new opportunities,</div> <div>19 it will -- housing and jobs and stuff, just "build it and</div> <div>20 they will come" kind of thing. If they build a freeway,</div> <div>21 there might not be anything there now, but why wait until</div> <div>22 everything is there and then build it -- not aggressive</div> <div>23 or proactive, but that's basically it.</div> <div>24 * * *</div> <div>25 MR. NOWAKOWSKI: Michael Nowakowski. I am</div> <div>Page 8</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response

Code

Comment Document

LOOP 202

South Mountain

Freeway Study

2013

Draft Environmental Impact Statement

COMMENT FORM

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It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

NO !!

JUNE 18<sup>th</sup>

1

2

Why would you destroy a perfectly placed township of foothills by building a truck by pass freeway. From the materials presented it seems evident that no significant steps have been adopted to mitigate the following issues:

3

4

5

6

① property value losses (views/noise/crime)

② visibility of overpass (± 30 feet up in the air)

③ pollution

④ the destruction of S. Mountain park

⑤ dislocation of "houses of worship"

7

8

Optional

Name \_\_\_\_\_ Email \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Fax \_\_\_\_\_

9

10

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ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

ADOT

U.S. Department of Transportation

Federal Highway Administration

FOR MORE INFORMATION:

azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Draft Environmental Impact Statement pages 4-16 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
2	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Economics, Socioeconomics	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; “Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor”). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
4	Visual Resources	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
5	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Neighborhoods/Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
7	Visual Resources	Draft Environmental Impact Statement page 4-158 of the mitigation section for visual impacts lists four measures that could be taken to mitigate the visual impacts of overpasses: <ul style="list-style-type: none"><li>· placing landscape treatment on the periphery of right-of-way areas at overpass locations as well as at other areas adjacent to residential development</li><li>· using earth colors for overpasses, retaining and screen walls, and noise barriers</li><li>· using bridges and overpass structural systems that help unify a visually complex landscape</li><li>· minimizing structural sizes and/or recessing the face of structural members from the edge of the roadway to reduce real or apparent breadth of structures”</li></ul> Additionally, Draft Environmental Impact Statement page 4-159 discusses “how structures are aesthetically treated and how the public could be directly involved in developing aesthetic treatments.”
8	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
9	Section 4(f) and Section 6(f)	
10	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)



Code	Comment Document
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25	<p>UNIDENTIFIED SPEAKER: I prefer anonymous but as a resident of Ahwatukee.</p> <p>I'd like to say that, first of all, I'm extremely concerned about the air quality, the degradation of air quality. We all know that Mexico has a different standard for their trucks than the United States does. There are all sorts of studies that -- For example, one just came out today that shows that diesel particulates, the women that have lived near highways with that have twice the rate of autism of women that don't. And we know that there's even some studies saying that up to three miles away from this highway, this truck route for Mexicans and long-haul truckers and Canadians, will only damage Ahwatukee.</p> <p>It's going to destroy our neighborhoods. It will increase crime. And I don't see any benefit to the Ahwatukee residents. We have a wonderful community here. So I'm very disappointed. It's near schools. It's near parks. It's near many houses. And there's just no value.</p> <p>That's it, I guess. I would highly recommend that they look for an alternative path. And I wish that they would take the residents' opinions into consideration, versus doing what they want to do, which is really what it is.</p> <p>So thank you.</p> <p>(The public hearing proceedings concluded at 7:00 p.m.)</p>
Page 39	
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Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Trucks	
3	Health Effects	
4	Purpose and Need, Truck Bypass	
5	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Draft Environmental Impact Statement pages 4-16 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
6	Neighborhoods/Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
7	Purpose and Need	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<div><div>LOOP 202</div><div>South Mountain Freeway Study</div><div>2013</div></div> <div>Draft Environmental Impact Statement COMMENT FORM</div> <div>Additional Comments: → Fig 1-4 Should represent future 2013-2035 Fig 1-4 GROWTH RATE 1950-2000 THESE Curves might have to be revised. These are outdated because they don't co-relate with Other data like. • Electricity demand is way down (Republic 4/26/2013) Sec. D • Unemployment is ↑ • Wages are ↓ • Electric Vehicles are the way to go • Population is moving to the city centers • Older population is ↑ they drive on off peak hours.</div> <div>ADOT U.S. Department of Transportation Federal Highway Administration</div> <div>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</div>

Code	Issue	Response
1	Socioeconomics	<p>The analysis in the Draft Environmental Impact Statement requires socioeconomic and traffic projections at the regional analysis zone and traffic analysis zone level. While the Arizona Department of Administration published population projections based on the 2010 Census in 2012, Arizona Department of Administration estimates only provide control totals at the county level. At the time of publication of the Draft Environmental Impact Statement, Census 2010-based socioeconomic data at the regional analysis zone and traffic analysis zone level had not been adopted by the Maricopa Association of Governments and was not available to the project team. Therefore, the data used in the Draft Environmental Impact Statement was the most appropriate information available.</p> <p>In other areas of the Draft Environmental Impact Statement, such as Environmental Justice and Title VI, Census 2010 data was used.</p> <p>The project team acknowledged the potential uncertainty in the projections in the sidebar, "How will the economic downturn affect growth rates?", on page 1-11 of the Draft Environmental Impact Statement.</p> <p>The Maricopa Association of Governments approved new population, employment, housing, and traffic projections in June 2013. The new data are presented in the Final Environmental Impact Statement beginning on page 1-11. The purpose and need and analysis of alternatives were updated and reevaluated using these new socioeconomic projections and corresponding projections related to regional traffic. While new projections based on the 2010 Census showed a lower anticipated population and vehicle miles traveled in 2035 than the previous projections, the conclusions reached in the Draft Environmental Impact Statement were validated in the Final Environmental Impact Statement (see Chapter 3, <i>Alternatives</i>). The traffic analysis demonstrated that the proposed project is needed today and will continue to be needed into the future.</p>
2	Purpose and Need	<p>The worldwide recession that began in late 2007 generated a substantial downturn in growth rates for new housing and employment across the United States. Arizona particularly suffered the effects of this recession because, beginning in the early 2000s, Arizona in general and Maricopa County specifically experienced some of the fastest population, housing, and employment growth rates in the country. Because the need for the proposed freeway is predicated in part on projected growth, one might conclude the recession reduced that need. An economic downturn associated with a given recession is, however, generally considered a short-term phenomenon with respect to the longer-term planning horizon established for the proposed freeway. Socioeconomic indicators have steadily and consistently increased in the region since the early 1900s. The critical factors underlying these indicators remain unchanged. (See the sidebar on Final Environmental Impact Statement page 1-11.)</p>
3	Purpose and Need, Lack of Support	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>



Code

Comment Document

**TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 2:36 PM
CALLER: ANONYMOUS9	CALLER ADDRESS:
PHONE:	EMAIL:

**CALLER REMARKS/QUESTIONS:**

I am in support of the South Mountain Freeway.

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	4317
	<div>1 me because I'm over on 74th Avenue. That's pretty much</div> <div>2 all I have.</div> <div>3 * * *</div> <div>4 UNIDENTIFIED SPEAKER: I think they're a</div> <div>5 little late in doing this, but I hope they do do this at</div> <div>6 some point. I don't see any reason not to do this. I</div> <div>7 think in Phoenix, in general, they wait until it's too</div> <div>8 late to do some of this planning. So I think with all</div> <div>9 the information available, it's very overwhelming. But</div> <div>10 this project is definitely needed and just to alleviate</div> <div>11 some of the stress downtown with traffic and help have</div> <div>12 alternative ways of getting to West Phoenix other than</div> <div>13 driving through Central Phoenix.</div> <div>14 So I'm a native to Ahwatukee, and this has</div> <div>15 been something on the burner for a while now and hasn't</div> <div>16 come to fruition, so I think that's my statement.</div> <div>17 I don't see any reason why they haven't</div> <div>18 built it around. I think of all the new opportunities,</div> <div>19 it will -- housing and jobs and stuff, just "build it and</div> <div>20 they will come" kind of thing. If they build a freeway,</div> <div>21 there might not be anything there now, but why wait until</div> <div>22 everything is there and then build it -- not aggressive</div> <div>23 or proactive, but that's basically it.</div> <div>24 * * *</div> <div>25 MR. NOWAKOWSKI: Michael Nowakowski. I am</div> <div>Page 8</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response
1	Social Conditions	While the City has some ability to control development through its zoning ordinances, the City does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land based on the risk that the freeway would eventually be built. Citizens were also aware of the potential and chose to buy homes near the freeway despite the same risk. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Draft Environmental Impact Statement.

Code	Comment Document
	<div><div><div>LOOP 202 South Mountain Freeway Study</div><div>2013</div></div><div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div><div><div><div>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</div><div>ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.</div><div>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</div></div><div><div>It is helpful to ADOT to receive comments on:</div><div><ul style="list-style-type: none"><li>• A particular alternative, environmental impact assessment, and/or draft mitigation.</li><li>• Any information you feel is incomplete or incorrect.</li><li>• How the proposed action would affect you.</li></ul></div></div><div><div>Comments must be received or postmarked by July 24, 2013.</div><div><div>1</div><div>WE HAVE LIVED IN AHWATUKEE FOR ALMOST 20</div></div><div><div>2</div><div>YRS. AND LOVE IT HERE. WE LOVE THE FACT</div></div><div><div>3</div><div>THAT IT'S KIND OF PRIVATE, THERE'S NOT</div></div><div><div>1</div><div>VERY MUCH CRIME OR NOISE AND THAT'S</div></div><div><div>4</div><div>THE WAY WE WANT IT TO STAY!</div></div><div><div>5</div><div>ALLOWING THE 202 TO BE BUILT ALONG PECOS</div></div><div><div>RD. WILL CERTAINLY DISRUPT THIS WAY OF</div></div><div><div>1</div><div>LIFE.</div></div><div><div>4</div><div>BUILDING THIS AT THIS POINT IS TOTALLY UNFAIR</div></div><div><div>5</div><div>TO THOSE THAT HAVE BEEN ALLOWED TO BUILD</div></div><div><div>1</div><div>IN THE PAST 20 YRS.; HOMES, CHURCHES, SCHOOLS.</div></div><div><div>2</div><div>TO TEAR THESE DOWN WOULD BE A CRIME!</div></div><div><div>Optional</div><div><div>Name</div><div>Email</div></div><div><div>Address</div></div><div><div>City</div><div>State</div><div>Zip</div></div><div><div>Phone</div><div>Fax</div></div></div><div><div>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: <a href="mailto:projects@azdot.gov">projects@azdot.gov</a> or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</div></div><div><div>ADOT TRACS No.: 202L MA 054 HS764 01L • Federal-aid Project No.: NH-202-D(ADY)</div><div><div>ADOT</div><div>U.S. Department of Transportation Federal Highway Administration</div><div>FOR MORE INFORMATION: <a href="http://azdot.gov/SouthMountainFreeway">azdot.gov/SouthMountainFreeway</a></div></div></div></div></div></div>

Code	Issue	Response
1	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Draft Environmental Impact Statement pages 4-16 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
2	Neighborhoods/Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
3	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Social Conditions	While the City has some ability to control development through its zoning ordinances, the City does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land based on the risk that the freeway would eventually be built. Citizens were also aware of the potential and chose to buy homes near the freeway despite the same risk. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Draft Environmental Impact Statement.
5	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)

Code	Comment Document
1	<div>1                   ANONYMOUS SPEAKER: I just want to know</div> <div>2    what kind of --</div> <div>3                   How do I want to say this?</div> <div>4                   What kind of study has been done as far as</div> <div>5    making the 101 go south to the I-10 through Chandler and</div> <div>6    hooking to the I-10?</div> <div>7                   That would alleviate a lot of the traffic</div> <div>8    they are talking about alleviating up through the 101</div> <div>9    allowing people to go to Flagstaff or whatever they want</div> <div>10   to do and allowing people to leave the city going to</div> <div>11   Tucson instead of via the 10. So it would be a plus in</div> <div>12   both directions.</div> <div>13                  I also want to know what kind of impact</div> <div>14   study they've done as far as the residents and the owls</div> <div>15   and the wildlife that's going to be eliminated?</div> <div>16                  Because I have two owls right now that fly</div> <div>17   over my house every night. And as soon as this freeway</div> <div>18   goes over, it's not going to happen. They land on my</div> <div>19   fence and they are there every night. Not going to</div> <div>20   happen.</div> <div>21                  Pollution up against the mountain</div> <div>22   obviously is going to increase.</div> <div>23                  I don't think some of these questions have</div> <div>24   been fully answered. And I think they need to answer</div> <div>25   more questions as far as a wildlife study.</div>
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Page 9	
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Code	Issue	Response
1	Alternatives	The proposed freeway was developed to improve mobility between the western and southeastern portions of metropolitan Phoenix. See the text beginning on Final Environmental Impact Statement page 3-27 for more information related to the responsiveness of the proposed freeway to the purpose and need criteria. The new freeway linkage (extending State Route 101 Loop [Price Freeway] south to Interstate 10) proposed by the commenter would address a potential need; however that need is not consistent with the purposed and need identified for this study. The Arizona Department of Transportation and Maricopa Association of Governments continue to study regional transportation needs, and this new linkage may be considered in other future studies.
2	Biology, Plants, and Wildlife	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Air Quality	
4	Air Quality	According to the Arizona Department of Transportation, 2013, <i>Air Quality Assessment South Mountain Freeway 202L Draft Report</i> , review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.

Code	Comment Document
5	<p>1                   There's obviously other routes they can</p> <p>2 take. And I don't think they are looking at what's best</p> <p>3 for the people other than the cost. They need to look at</p> <p>4 what they are spending on this compared to some other</p> <p>5 alternatives they have.</p> <p>6                   You know, they have had some issue in</p> <p>7 other areas with the type of road construction they've</p> <p>8 done and how long the road is going to last until it</p> <p>9 needs to be repaired again. Because, by the time they</p> <p>10 finish the project, it looks like they probably will have</p> <p>11 to start making repairs already.</p> <p>12                   So how long is it going to go until it's</p> <p>13 completely done? What's the overlook as far as the</p> <p>14 ongoing construction?</p> <p>15                   People in the area need to know that.</p> <p>16                   You know, the lights, that's out here,</p> <p>17 they are just not as bright an area as the City of</p> <p>18 downtown Phoenix.</p> <p>19                   Have they done a study on the crime that's</p> <p>20 going to go up?</p> <p>21                   I have seen nothing on what they expect</p> <p>22 the crime for Ahwatukee to be. They will have more</p> <p>23 access to the city. Instead of one way in and one way</p> <p>24 out, it's going to be anybody can jump on the freeway and</p> <p>25 go wherever they want. I don't know if they've done any</p>
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	Page 10
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Code	Issue	Response
5	Alternatives	Alternatives were screened for their (see Draft Environmental Impact Statement page 3-3): <ul style="list-style-type: none"><li>· ability to satisfy purpose and need</li><li>· ability to minimize impacts on the human and natural environments</li><li>· ability to improve operational characteristics of the region's transportation system</li><li>· degree of public and political acceptability</li><li>· ability to be constructed within project budget</li></ul>
6	Construction	The Arizona Department of Transportation is evaluating construction delivery methods for the proposed freeway. One concept is to deliver it as a single design-build project. This method would expedite the construction duration for the entire project to around 3 to 3.5 years. Another concept would be to deliver the project in a more traditional method breaking the 22-mile corridor into nine segments (each 1 to 3 miles long) and constructing them in phases. Each segment would be under construction for 1 to 3 years and the total construction duration for the entire corridor would be 5 to 6 years. A discussion of construction implementation is provided beginning on page 3-59 of the Final Environmental Impact Statement. Any particular area of the Preferred Alternative would not be expected to see construction activities beyond an approximate 2-year period.
7	Visual Resources	Light from the freeway would be produced from vehicle headlights and taillights and from fixed light poles at interchanges along the freeway. Nighttime users of the park and residents of Ahwatukee Foothills Village may see lines of seemingly crawling vehicles, each with lights front and back. Fixed freeway lighting would be provided for safety reasons only at interchange exit and entrance points. Freeway lighting at these locations would be designed to reduce illumination spillover onto sensitive light receptors such as residential areas (see page 3-58 of the Final Environmental Impact Statement).
8	Neighborhoods/Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.

Code	Comment Document
	<div><div><div>1    impact study as far as what the crime will be around</div><div>2    here.  That needs to be checked also.  I'd like to see</div><div>3    those answers.</div><div>4                    That's it.</div><div>5</div><div>6</div><div>7</div><div>8</div><div>9</div><div>10</div><div>11</div><div>12</div><div>13</div><div>14</div><div>15</div><div>16</div><div>17</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div></div><div><div>Page 11</div><div>Driver and Nix Court Reporters - (602) 266-6525</div><div>www.drivernix.com</div></div></div>

Code	Issue	Response





Code	Comment Document
	<div><div><div><div>LOOP 202</div><div>South Mountain</div><div>Freeway Study</div></div><div>2013</div></div><div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div><div><div><div><div>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</div><div>ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.</div><div>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</div></div><div><div>It is helpful to ADOT to receive comments on:</div><div><ul style="list-style-type: none"><li>• A particular alternative, environmental impact assessment, and/or draft mitigation.</li><li>• Any information you feel is incomplete or incorrect.</li><li>• How the proposed action would affect you.</li></ul></div></div></div><div><div><div>1</div><div>2</div><div>3</div><div>4</div></div><div><div>Comments must be received or postmarked by July 24, 2013.</div><div>I support the building of the 202 only if it was built on the Gila River Indian Reservation. I do not support the building of the free way on the peras road alignment. I live in the ahwatukee foothills and the free way would be less than 4 mile from my home. the freeway would bring excessive noise &amp; pollution to my community. I strongly oppose the current signed proposal of E1.</div></div></div><div><div>Optional</div><div><div>Name</div><div>Email</div></div><div><div>Address</div></div><div><div>City</div><div>State</div><div>Zip</div></div><div><div>Phone</div><div>Fax</div></div></div><div><div>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</div></div><div><div>ADOT TRACS No.: 202L MA 054 HS764 011 • Federal-aid Project No.: NH-202-D(ADY)</div><div><div>ADOT</div><div>U.S. Department of Transportation Federal Highway Administration</div></div><div><div>FOR MORE INFORMATION:</div><div>azdot.gov/SouthMountainFreeway</div></div></div></div></div>

Code	Issue	Response
1	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Alternatives, E1 Alternative	
3	Noise	
4	Air Quality	



Code	Issue	Response
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Comment noted.

LOOP 202  
South Mountain  
Freeway Study

Draft Environmental Impact Statement

COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

A particular alternative, environmental impact assessment, and/or draft mitigation.

Any information you feel is incomplete or incorrect.

How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

1

SINCE THERE ARE SO MANY QUESTIONABLE & OBJECTIONABLE REASONS FOR BUILDING THIS FREEWAY ALONG PECOS ROAD THE ALTERNATIVES SHOULD BE THOROUGHLY & FULLY EXAMINED.

2

1.) A FINAL COST BETWEEN 3-4 BILLION FOR A 21 MIKE FREEWAY IS INSANE. ESPECIALLY CONSIDERING THAT IS ALMOST 40% OF THE STATE OF ARIZONA'S BUDGET FOR 2013.

3

2.) EXCAVATING THE EQUIVALENT OF 2 CHASE BALLPARKS (PRO BASEBALL STADIUM 52,000 CAPACITY) FROM A CITY PARK IS UNACCEPTABLE. WE ARE SUPPOSE TO BE STEWARDS OF THIS LAND FOR FUTURE GENERATIONS. THIS MOUNTAIN WILL NEVER BE THE SAME

4

Optional 3.) THERE IS AN OPTION WITH THE GILA TRIBE BUT ADOT / AZ.GOV IS UNTRUSTING IN THEIR VIEW. NEED TO GET TRUSTWORTHY INDIVIDUALS INVOLVED

Name \_\_\_\_\_ Email \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_

4.) THE AHWATUKEE AREA CAN NOT HANDLE THE BUILD TIME OR THE FUTURE ENVIRONMENTAL DAMAGE. FOOTPRINT IN

5

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 1266, Phoenix, AZ 85007

6

ADOT TRACS No.: 2021 MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 19-150

ADOT

U.S. Department of Transportation  
Federal Highway  
Administration

FOR MORE INFORMATION:  
azdot.gov/SouthMountainFreeway

AND THIS IS THE WORST FREEWAY BUILD I'VE EVER SEEN. OUR FUTURE GENERATIONS WON'T LIKE WHAT WE DID

Code	Issue	Response
1	Alternatives, E1 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Economics, Socioeconomics	The proposed freeway would not cost \$3-\$4 billion as indicated by the commenter. The proposed South Mountain Freeway would be funded by State, federal and local dollars. The total budget for constructing the proposed freeway is \$1.9 billion, approved by the Maricopa Association of Governments Regional Council in May 2012. The approved program includes design, right-of-way, and construction of the proposed action. Funding for project-related activities is included in the current 5-year program identified in the regional Transportation Improvement Program as well as in the State Transportation Improvement Program. The cost estimates for the proposed freeway, as described beginning on page 3-59 of the Draft Environmental Impact Statement, were developed in accordance with accepted engineering practices by professional engineers. The project has been subject to multiple peer reviews of both the quantities and unit costs used in the estimate by the Arizona Department of Transportation, Federal Highway Administration, Maricopa Association of Governments, and their consultants. In each case, the estimate was found to be reasonable and accurate.
3	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Alternatives, Gila River Indian Community Alignment	
5	Construction	The freeway construction staging plan for the area along Pecos Road would allow for keeping east-west travel open during construction. One side of the freeway would be constructed while traffic remained on Pecos Road. When complete, traffic would be shifted from Pecos Road to the new freeway. At that time, the other side of the freeway would be built. Therefore, traffic would be able to continue to operate as it currently does during construction. However, temporary detours may be needed during construction. (See Draft Environmental Impact Statement page 3-2.)
6	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Draft Environmental Impact Statement pages 4-16 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

Code	Comment Document								
<div><div>1</div><div><div><div>TELEPHONE CONVERSATION RECORD</div><div>SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div></div><table><tr><td>INCOMING CALL DATE: 05/15/13</td><td>INCOMING CALL TIME: 9:17 AM</td></tr><tr><td>CALLER: ANONYMOUS10</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr><tr><td colspan="2"><div><div>CALLER REMARKS/QUESTIONS:</div><div>Yeah, let's get 'er done. Let's build that. It makes some jobs too. So we need that freeway. It's going to help congestion. Alright, bye now.</div></div></td></tr></table></div></div>		INCOMING CALL DATE: 05/15/13	INCOMING CALL TIME: 9:17 AM	CALLER: ANONYMOUS10	CALLER ADDRESS:	PHONE:	EMAIL:	<div><div>CALLER REMARKS/QUESTIONS:</div><div>Yeah, let's get 'er done. Let's build that. It makes some jobs too. So we need that freeway. It's going to help congestion. Alright, bye now.</div></div>	
INCOMING CALL DATE: 05/15/13	INCOMING CALL TIME: 9:17 AM								
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Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div data-bbox="428 443 798 522"><p><b>From:</b> <a href="#">Projects</a> <b>To:</b> <a href="#">ADOT</a> <b>Subject:</b> FW: build the 202 <b>Date:</b> Monday, May 20, 2013 8:41:25 AM</p><hr/></div> <div data-bbox="428 612 836 697"><p><b>From:</b> Goldwing66 [mailto:goldwing66@aol.com] <b>Sent:</b> Friday, May 17, 2013 7:44 PM <b>To:</b> Projects <b>Subject:</b> build the 202</p><hr/></div> <div data-bbox="428 812 1289 889"><p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p><p>.</p></div>

Code	Issue	Response
1		Comment noted.

Code

Comment Document

4323

1       attention.

2                       I've talked to some of the homeowners in  
3       the area that live nearby me, and they never received  
4       this mail that stated that they were going to have an  
5       ADOT meeting today.

6                       If I got it, why didn't they get it? Or  
7       did they just pepper the area with this mailing about  
8       announcing this meeting? That's not right. So, like I  
9       say, I agree, they should make the freeway, but it should  
10      be further west. And if they are, which I believe they  
11      will, build it down 59th Avenue, I wish they'd buy the  
12      homes on the west side of 59th Avenue and build a bigger  
13      buffer with the existing houses that are there, because  
14      it's going to ruin the area, as far as I'm concerned.  
15      That's it.

16                                       \*       \*       \*

17                      UNIDENTIFIED SPEAKER: I just feel that  
18      there's a reason that this has not been built. It was  
19      first proposed about 25 years ago and there's a reason  
20      why it wasn't built; that's because it's a bad idea.

21                      This is one of the few good things about  
22      this area is South Mountain, one reason why people come  
23      to this area because of the natural beauty of the South  
24      Mountains. So it's going to be an economic loss. It's  
25      also just truly beautiful, and we don't have a lot of

Page 15

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Code	Issue	Response
1	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Section 4(f) and Section 6(f)	



Code	Comment Document
3	<p>1 beauty because we have a lot of urban sprawl. And to</p> <p>2 take that away, after 25 years of avoiding it, is a</p> <p>3 travesty to the city.</p> <p>4 I'm also furious because I keep hearing</p> <p>5 about how this state has no money, but there is money</p> <p>6 when it comes to building this freeway that should not be</p> <p>7 built -- this freeway from hell that's going to destroy</p> <p>8 one of the most beautiful parts of this area.</p> <p>9 And I was just talking to my friend, in</p> <p>10 fact, and she thinks that this freeway might actually</p> <p>11 create additional problems in destroying the habitat and</p> <p>12 also the natural corridor for their travel.</p> <p>13 But she thinks that the situation might be</p> <p>14 worse for people who are headed south. They might start</p> <p>15 using other streets such as Baseline to cut across the</p> <p>16 Valley so it could actually cause additional problems in</p> <p>17 some areas because of this factor that people will be</p> <p>18 using this freeway then and maybe also taking surface</p> <p>19 streets. So it could create problems for people in that</p> <p>20 area.</p> <p>21 But basically my major objection is that</p> <p>22 it's going to destroy a beautiful and natural habitat and</p> <p>23 a source of recreation and beauty for this area.</p> <p>24 * * *</p> <p>25 UNIDENTIFIED SPEAKER: I live in Central</p>
4	

Page 16

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Code	Issue	Response
3	Neighborhoods/ Communities	Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.
4	Biology, Plants, and Wildlife	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
1	<div><p><b>From:</b> <a href="#">Michelle Thompson</a> <b>To:</b> <a href="#">ADOT</a> <b>Subject:</b> FW: Build the south mountain freeway. It is critically needed. <b>Date:</b> Monday, May 20, 2013 2:55:22 PM</p><hr/><p>Michelle Thompson Senior Community Relations Officer 1655 W. Jackson St. MD: 126F Phoenix, AZ 85007 602.316.4057 azdot.gov</p><p>-----Original Message----- From: jimonealaz@aol.com [<a href="mailto:jimonealaz@aol.com">mailto:jimonealaz@aol.com</a>] Sent: Monday, May 20, 2013 2:19 PM To: Projects Subject: Build the south mountain freeway. It is critically needed.</p><hr/><p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p><p>.</p></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><div><div><div><div>LOOP 202</div><div>South Mountain</div><div>Freeway Study</div></div><div>2013</div></div><div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div><div><p>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</p><p>ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.</p><p>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</p></div><div><p>It is helpful to ADOT to receive comments on:</p><ul style="list-style-type: none"><li>• A particular alternative, environmental impact assessment, and/or draft mitigation.</li><li>• Any information you feel is incomplete or incorrect.</li><li>• How the proposed action would affect you.</li></ul></div><div><p>Comments must be received or postmarked by July 24, 2013.</p><div><div>We need the jobs -</div><div>build the road.</div></div></div><div><p>Optional</p><p>Name _____ Email _____</p><p>Address _____</p><p>City _____ State _____ Zip _____</p><p>Phone _____ Fax _____</p><p>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: <a href="mailto:projects@azdot.gov">projects@azdot.gov</a> or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</p><div><div><div>ADOT</div><div>U.S. Department of Transportation Federal Highway Administration</div></div><div>FOR MORE INFORMATION: <a href="http://azdot.gov/SouthMountainFreeway">azdot.gov/SouthMountainFreeway</a></div></div></div></div></div>

Code	Issue	Response
1		Comment noted.



Code	Comment Document
4324	<div><p>1 beauty because we have a lot of urban sprawl. And to</p><p>2 take that away, after 25 years of avoiding it, is a</p><p>3 travesty to the city.</p><p>4 I'm also furious because I keep hearing</p><p>5 about how this state has no money, but there is money</p><p>6 when it comes to building this freeway that should not be</p><p>7 built -- this freeway from hell that's going to destroy</p><p>8 one of the most beautiful parts of this area.</p><p>9 And I was just talking to my friend, in</p><p>10 fact, and she thinks that this freeway might actually</p><p>11 create additional problems in destroying the habitat and</p><p>12 also the natural corridor for their travel.</p><p>13 But she thinks that the situation might be</p><p>14 worse for people who are headed south. They might start</p><p>15 using other streets such as Baseline to cut across the</p><p>16 Valley so it could actually cause additional problems in</p><p>17 some areas because of this factor that people will be</p><p>18 using this freeway then and maybe also taking surface</p><p>19 streets. So it could create problems for people in that</p><p>20 area.</p><p>21 But basically my major objection is that</p><p>22 it's going to destroy a beautiful and natural habitat and</p><p>23 a source of recreation and beauty for this area.</p><p>24 * * *</p><p>25 UNIDENTIFIED SPEAKER: I live in Central</p></div> <div><p>Page 16</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></div>

Code	Issue	Response

Code	Comment Document
1	<p>1 Phoenix, just near Baseline and Central. As you know,</p> <p>2 Baseline is the main corridor for people who live in</p> <p>3 Laveen and work/shop in the East Valley. I suspect that</p> <p>4 an interchange on the proposed freeway at Baseline will</p> <p>5 now funnel even more traffic through the area. In fact,</p> <p>6 all of the West and Northwest Valley will now have access</p> <p>7 to east/west roads through South Phoenix.</p> <p>8 Already, when there is a problem on I-17 or</p> <p>9 I-10, Baseline becomes a parking lot. Now, image the</p> <p>10 potential for a problem on any of the I-10, I-17, or Loop</p> <p>11 202. Baseline will bear the full brunt.</p> <p>12 Perhaps South Phoenix, because it is home</p> <p>13 to many lower economic residents of Phoenix, is not of</p> <p>14 particular import to the powers that be. We certainly</p> <p>15 saw that when the city counsel thumbs its nose at the</p> <p>16 Baseline master plan and allowed developers to run</p> <p>17 roughshod over the area.</p> <p>18 Another consideration is the Phoenix point</p> <p>19 of pride -- South Mountain Park. The road to San Juan</p> <p>20 Lookout, which is closed to traffic every day except for</p> <p>21 one weekend per month, goes through a valley that is a</p> <p>22 quiet haven. That, of course, will no longer be true</p> <p>23 when a freeway runs adjacent.</p> <p>24 What good is the claim to the largest city</p> <p>25 park if that park is perpetually bombarded with traffic</p> <p>Page 17</p> <p>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1	Traffic	As shown in Figure 3-12 on page 3-29 of the Final Environmental Impact Statement, traffic on Baseline Road between 17th Avenue and 48th Street would be less in 2035 with the proposed freeway than without the proposed freeway.
2	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
3	<div>1 noise? How is it possible that we do not have space and</div> <div>2 inclination for just one quiet retreat within the</div> <div>3 confines of this sprawling city? I urge you to</div> <div>4 reconsider the plan to build a freeway with so much</div> <div>5 impact on South Mountain Park.</div> <div>6</div> <div>7 (The proceedings concluded at 8:00 p.m.)</div> <div>8</div> <div>9</div> <div>10</div> <div>11</div> <div>12</div> <div>13</div> <div>14</div> <div>15</div> <div>16</div> <div>17</div> <div>18</div> <div>19</div> <div>20</div> <div>21</div> <div>22</div> <div>23</div> <div>24</div> <div>25</div>
2	

Page 18

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Code	Issue	Response
3	Noise	<div>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</div> <div>Although recreation uses are considered in the noise analysis as noise-sensitive land uses, another consideration is the reasonableness of providing noise mitigation for a particular land use. For recreational land uses, typical considerations include the number of people using the facility and the amount of time the facility is in use throughout the day. Many of the recreational uses in the western portion of Phoenix South Mountain Park/Preserve receive infrequent use, and noise mitigation would not be reasonable given the high cost of construction.</div>

Code	Comment Document
	<div><div><div>LOOP 202 South Mountain Freeway Study</div><div>2013</div></div><div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div><div><div><div>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</div><div>ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.</div><div>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</div></div><div><div>It is helpful to ADOT to receive comments on:</div><div><ul style="list-style-type: none"><li>A particular alternative, environmental impact assessment, and/or draft mitigation.</li><li>Any information you feel is incomplete or incorrect.</li><li>How the proposed action would affect you.</li></ul></div></div><div><div>Comments must be received or postmarked by July 24, 2013.</div><div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div></div><div><div>Our Community should not be singled out for the congestion, times - expect for a freeway that will not eliminate traffic. It's working now well it's not necessary to change. The money's used for this can be best used for other purposes like to extend metro.</div></div></div><div><div>Optional</div><div><div>Name</div><div>Email</div></div><div><div>Address</div></div><div><div>City</div><div>State</div><div>Zip</div></div><div><div>Phone</div><div>Fax</div></div></div><div><div>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: <a href="mailto:projects@azdot.gov">projects@azdot.gov</a> or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</div></div><div><div><div>ADOT</div><div><div>U.S. Department of Transportation</div><div>Federal Highway Administration</div></div></div><div><div>FOR MORE INFORMATION:</div><div><a href="http://azdot.gov/SouthMountainFreeway">azdot.gov/SouthMountainFreeway</a></div></div></div></div></div></div>

Code	Issue	Response
1	Purpose and Need	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22).  Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
2	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Purpose and Need	The proposed freeway is part of the <i>Regional Transportation Plan</i> for the Maricopa Association of Governments region. The <i>Regional Transportation Plan</i> , as described on pages 1-5 and 1-10 of the Draft Environmental Impact Statement, addresses freeways, streets, transit, airports, bicycle and pedestrian facilities, freight, demand management, system management, and safety. The proposed freeway is only one part of the overall multimodal transportation system planned to meet the travel demand needs of the Maricopa Association of Governments region.
4	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Alternatives	The proposed project is part of the <i>Regional Transportation Plan</i> for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the <i>Regional Transportation Plan</i> and the extension of a half-cent sales tax to fund its projects. The funding for the right-of-way acquisition and construction of the proposed project would come from a combination of federal (National Highway Performance Program) and County (half-cent sales tax, also known as Regional Area Road Funds) sources. Use of these funds for construction of the proposed freeway would not affect available funds for statewide projects nor would not constructing this facility make available additional funds for other statewide projects.





Code

Comment Document

LOOP 202

South Mountain

Freeway Study

2013

Draft Environmental Impact Statement

COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

Traffic stinks ! Build more roads -  
commute from west side to east side is  
long. light rail is not going to fix.

Optional

Name \_\_\_\_\_ Email \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Fax \_\_\_\_\_

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: [projects@azdot.gov](mailto:projects@azdot.gov) or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

**ADOT**

U.S. Department of Transportation  
Federal Highway  
Administration

FOR MORE INFORMATION:  
[azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div>4335</div> <div><div><div>1</div><div>If we did that sort of thing, we would be</div></div><div><div>2</div><div>able to cut down the amount of cardiovascular disease</div></div><div><div>3</div><div>that we have, we would reduce Alzheimer's. All these</div></div><div><div>4</div><div>terrible diseases. We would do away with all of</div></div><div><div>5</div><div>that. We could eliminate a lot of these diseases, or</div></div><div><div>6</div><div>decrease them certainly. Guess I can't think of</div></div><div><div>7</div><div>anything else.</div></div><div><div>8</div><div>MS. KEENAN: Erika Keenan, E-r-i-k-a</div></div><div><div>9</div><div>K-e-e-n-a-n, Laveen, Arizona. I took time off from</div></div><div><div>10</div><div>work today to come down to speak, and I said my three</div></div><div><div>11</div><div>minutes, and I was cut off at my three-minute mark.</div></div><div><div>12</div><div>I understand why rules are in place, but the panel</div></div><div><div>13</div><div>had been sitting there for at least 20 minutes with</div></div><div><div>14</div><div>no one to speak, and I was the only one next in line</div></div><div><div>15</div><div>to speak, so I'm not sure why they couldn't have</div></div><div><div>16</div><div>given me the courtesy of letting me finish what I had</div></div><div><div>17</div><div>to say, especially since we're taking our personal</div></div><div><div>18</div><div>time to come down and say this and there was nobody</div></div><div><div>19</div><div>else around. Thank you.</div></div><div><div>20</div><div>UNIDENTIFIED SPEAKER: We live on Pecos</div></div><div><div>21</div><div>Road on the street right there, and it's right next</div></div><div><div>22</div><div>to, you know, where the highway would be or -- and on</div></div><div><div>23</div><div>the other side of that would be the Indian</div></div><div><div>24</div><div>reservation where they're struggling to come to a</div></div><div><div>25</div><div>decision. And I've lived there for about nine years,</div></div></div> <div><div>Page 19</div><div>Driver and Nix Court Reporters - (602) 266-6525</div><div>www.drivernix.com</div></div>

Code	Issue	Response



Code	Comment Document
1	<p>1 but there's been just a big fight, and that's been</p> <p>2 going on for about 30 years now. And really it's</p> <p>3 just a waste of money and it's a waste of time.</p> <p>4 Everybody's just trying so hard to focus on the</p> <p>5 highway.</p> <p>6           You know, 30 years ago, everybody was</p> <p>7 always just focused on the highway. It's been going</p> <p>8 on that long. You know, and Phoenix has grown. We</p> <p>9 do know that, but it's not enough. You know, trains.</p> <p>10 We don't use enough trains. Oh, sure we have the</p> <p>11 Light Rail. We do have that, but I mean, that's just</p> <p>12 not enough. We need more transportation, like the</p> <p>13 101 east or maybe the west 101. I mean, we have all</p> <p>14 of that. We have all these highways all over the</p> <p>15 place, and I think that we need less pollution is</p> <p>16 what we need less of.</p> <p>17           And the highway like I-10 that runs right</p> <p>18 through, we need less of that, you know, because</p> <p>19 people can go to trains instead because it saves on</p> <p>20 gas and, thus, going to save insurance. Going to</p> <p>21 save all that money.</p> <p>22           And so as far as the government, you</p> <p>23 know, focusing all the time on trying to build this</p> <p>24 freeway and do some sort of improvements, they're not</p> <p>25 trying to do improvements, they're only trying to</p>
2	
3	
4	
Page 20	
Driver and Nix Court Reporters - (602) 266-6525	
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Code	Issue	Response
1	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Air Quality	
3	Alternatives, Nonfreeway Alternatives	
4	Alternatives	Federal regulations stipulate that an environmental impact statement shall “rigorously explore and objectively evaluate all reasonable alternatives” (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No-Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the <i>Regional Transportation Plan</i> and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.

Code	Comment Document
5	<div><p>1 focus on the freeway. And the government owes \$16</p><p>2 trillion. That's how much the government owes, and</p><p>3 we're still just focusing on all of this. Trying to</p><p>4 pay off for all the work that's going to be done for</p><p>5 the staff, for the advertisements, for everything.</p><p>6 All that money, the interpreter. It's just so</p><p>7 expensive to do this, to focus on this. It's been</p><p>8 going on for 30 years now and really it's just a big</p><p>9 waste.</p><p>10 I just recently had a sign that said</p><p>11 about how, hey, look up on this website, usdebtclock</p><p>12 -- usdebtclock.org and you can see how much money is</p><p>13 owed right there. Trillions of dollars just wasted</p><p>14 and wasted. And, you know, what I want, what we want</p><p>15 is to not have it built. Just to be done with it.</p><p>16 Just to stop it and to save money.</p><p>17 I would just like there to be peace, you</p><p>18 know, for the tribes, the reservation and for our</p><p>19 area where we live where the freeway would be. Just</p><p>20 leave it alone, and maybe just focus on the public</p><p>21 transportation, on the trains, and grow it that way</p><p>22 instead.</p><p>23 You know, you're going to ruin our homes.</p><p>24 You're going to run right through our homes. It's</p><p>25 going to cause more pollution, there's going to be</p></div> <div><p>Page 21</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></div>

Code	Issue	Response
5	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)

Code	Comment Document
7 8 2	<p>1 more trucks, semi-trucks blowing their smoke</p> <p>2 everywhere, people's health is going to be affected.</p> <p>3 The homes are going to be dirty. They're going to</p> <p>4 have black shoot on the windows. I mean,</p> <p>5 everything's going to be dirtier outside.</p> <p>6 And kids that are in the area, all the</p> <p>7 children, how they play around right now, I mean,</p> <p>8 they won't be able to do that then. It's just going</p> <p>9 to be much more limited for them and I don't think</p> <p>10 that's right. I think that we need to focus on</p> <p>11 public transportation, like trains, and cause less</p> <p>12 pollution that way and less destruction to the</p> <p>13 environment. Maybe focus on solar electricity and</p> <p>14 things like that. So, please, I want everybody to</p> <p>15 stop fighting about it, and I don't want a freeway to</p> <p>16 be built period. That's it.</p> <p>17 UNIDENTIFIED SPEAKER: Hello. I live in</p> <p>18 Ahwatukee in Phoenix on Pecos and 32nd Street, right</p> <p>19 there, and it's been about eight or nine years. You</p> <p>20 know, I felt like it was the best place for my kids</p> <p>21 to go to school, and now they're graduated and they</p> <p>22 left the nest and they've gone to college, and now I</p> <p>23 feel kind of stuck because I can't really sell my</p> <p>24 property because of all the struggle that's going on</p> <p>25 with the freeway.</p>
8	<p>Page 22</p> <p>Driver and Nix Court Reporters - (602) 266-6525</p> <p>www.drivernix.com</p>

Code	Issue	Response
7	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
8	Health Effects	

Code Comment Document

LOOP 202

# South Mountain Freeway Study

2013

## Draft Environmental Impact Statement COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

*appears E-2 route has been decided and any delay would fill the pockets of lawyers and politicians.*

*As for the West route, wouldn't it just make sense to choose both W59 & W101, relieving the congestion on I-10 East & West, adding traffic options for residents of Tucson and Southern Arizona to Hays 51 & I-17 as well as I-10 West connecting to popular destinations in Northern AZ, CA & NV better commerce for the states*

### Optional

Name \_\_\_\_\_ Email \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Fax \_\_\_\_\_

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: [projects@azdot.gov](mailto:projects@azdot.gov) or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 2013 MA 054 HS764 01L • Federal-aid Project No.: NH-202-D(ADV)

18-132

**ADOT**

U.S. Department of Transportation  
Federal Highway  
Administration

FOR MORE INFORMATION:  
[azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)

Code	Issue	Response
1	Alternatives, W59 Alternative Versus W101 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code

Comment Document

**TELEPHONE CONVERSATION RECORD  
SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 3:04 PM
CALLER: ANONYMOUS13	CALLER ADDRESS:
PHONE:	EMAIL:
CALLER REMARKS/QUESTIONS: I support the construction of the Loop 202 South Mountain Freeway.	

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
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Code

Comment Document

LOOP 202

South Mountain

Freeway Study

2013

Draft Environmental Impact Statement

COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

1

FAVORED CONSTRUCTION OF 202 LOOP -

• CONSTRUCTION ACTIVITIES WILL CREATE MORE JOBS FOR THE CONSTRUCTION COMPANIES

• MORE JOBS - MORE TAXES GENERATED FOR STATE (MORE REVENUE TO COVER STATE EXPENSES)

• MORE JOBS WILL REDUCE UNEMPLOYMENT AND WILL REDUCE STATE EXPENSES

Optional

Name

Email

Address

City

State

Zip

Phone

Fax

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: [projects@azdot.gov](mailto:projects@azdot.gov) or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

13-156

ADOT

U.S. Department of Transportation

Federal Highway Administration

FOR MORE INFORMATION:  
[azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)

Code	Issue	Response
1		Comment noted.



Code	Comment Document
	<div>4336</div> <div><div><div>1more trucks, semi-trucks blowing their smoke</div><div>2everywhere, people's health is going to be affected.</div><div>3The homes are going to be dirty. They're going to</div><div>4have black shoot on the windows. I mean,</div><div>5everything's going to be dirtier outside.</div><div>6And kids that are in the area, all the</div><div>7children, how they play around right now, I mean,</div><div>8they won't be able to do that then. It's just going</div><div>9to be much more limited for them and I don't think</div><div>10that's right. I think that we need to focus on</div><div>11public transportation, like trains, and cause less</div><div>12pollution that way and less destruction to the</div><div>13environment. Maybe focus on solar electricity and</div><div>14things like that. So, please, I want everybody to</div><div>15stop fighting about it, and I don't want a freeway to</div><div>16be built period. That's it.</div><div>17UNIDENTIFIED SPEAKER: Hello. I live in</div><div>18Ahwatukee in Phoenix on Pecos and 32nd Street, right</div><div>19there, and it's been about eight or nine years. You</div><div>20know, I felt like it was the best place for my kids</div><div>21to go to school, and now they're graduated and they</div><div>22left the nest and they've gone to college, and now I</div><div>23feel kind of stuck because I can't really sell my</div><div>24property because of all the struggle that's going on</div><div>25with the freeway.</div></div><div>Page 22</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
1	<p>1                   You know, I feel like my investment has</p> <p>2   been in there, and it's not fair because, I mean,</p> <p>3   other people want to move in and out to be near</p> <p>4   family, to be near schools with their children, and</p> <p>5   that's what they would want to do and they're doing</p> <p>6   that in my area, but I'm stuck because we're older.</p> <p>7   You know, everybody else has opportunities for their</p> <p>8   families.</p> <p>9                   And I think that we should fight about</p> <p>10   that because my point is, as far as the reservation</p> <p>11   goes right there, you have tribes. And we have to</p> <p>12   honor and respect their spiritual being and the thing</p> <p>13   that they're trying to do there. And if you destroy</p> <p>14   their land, I don't know what would happen to them.</p> <p>15   Because I did learn to respect tribes and learned it</p> <p>16   from Israel. They pass things down from generation</p> <p>17   to generation. And I feel like we need to respect</p> <p>18   and honor their nature and their tribes and their</p> <p>19   lives and so that's why I want to stop it.</p> <p>20                  I think maybe think twice about it, you</p> <p>21   know, increasing the amount of trains and things.</p> <p>22   Because when people have so many cars, it's so</p> <p>23   expensive. Electricity 's becoming expensive. I</p> <p>24   mean, there's just more opportunities I know, and</p> <p>25   more things economically for people to do if we had</p>
2	
3	
4	
Page 23	
Driver and Nix Court Reporters - (602) 266-6525	
www.drivernix.com	

Code	Issue	Response
1	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Draft Environmental Impact Statement pages 4-16 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
2	Acquisitions and Relocations	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Cultural Resources	
4	Purpose and Need, Lack of Support	

Code	Comment Document
	<div><div><div>1 more trains and things like that. Oh, and no more</div><div>2 building near our home, please. We want to respect</div><div>3 the Indian reservation. We want to work in</div><div>4 cooperation with them. Thank you.</div><div>5 UNIDENTIFIED SPEAKER: So we live on</div><div>6 Pecos and from what I see on the map over there,</div><div>7 there's going to be a new bridge that's being built</div><div>8 and I don't want it to ruin my home. There's not</div><div>9 going to be any type of privacy. People can look</div><div>10 right down into my home. I mean, sure there will be</div><div>11 a wall, but you can still see over it. It's going to</div><div>12 cause more accidents. What if accidents come over</div><div>13 the wall into our home area and destroy it, and</div><div>14 that's something I don't like. Please, please stop</div><div>15 building it. Thank you.</div><div>16 MS. INNIS: Hi, I'm Lillian Innis and I</div><div>17 lived in the Gila River community for quite some</div><div>18 time, and I've also lived in Ahwatukee for a couple</div><div>19 of years and I've been going to school in Ahwatukee</div><div>20 since I was in kindergarten, and I do not like this</div><div>21 freeway or I do not -- I feel like what some people</div><div>22 say that, like, the freeway is going to do, I feel</div><div>23 like it won't meet up to their expectations. And a</div><div>24 lot of them think money first instead of with, like,</div><div>25 actual thoughts of future generations and me when I</div></div><div>Page 24</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Patient Information	
Full Name	
Date of Birth	
Gender	
Address	
City	
State	
Zip	
Phone	
Medical History	
Allergies	
Current Medications	
Past Medical History	
Family History	
Social History	
Physical Examination	
Vital Signs	
Laboratory Tests	
Imaging Studies	
Diagnosis	
Treatment Plan	
Follow-up	



Code Comment Document

**From:** [Projects](#)  
**To:** [ADOT](#)  
**Subject:** FW: I do not support the south mountain freeway  
**Date:** Monday, May 20, 2013 8:30:24 AM

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**From:** dtarazon [mailto:dtarazon@aol.com]  
**Sent:** Saturday, May 18, 2013 9:27 AM  
**To:** Projects  
**Subject:** I do not support the south mountain freeway

1

I do not support the building of the south mountain freeway.. Don't build it.

Sent from my Verizon Wireless 4G LTE Smartphone

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Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><div><div><div><div>LOOP 202</div><div>South Mountain</div><div>Freeway Study</div></div><div>2013</div></div><div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div><div><p>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</p><p>ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.</p><p>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</p></div><div><p>It is helpful to ADOT to receive comments on:</p><ul style="list-style-type: none"><li>• A particular alternative, environmental impact assessment, and/or draft mitigation.</li><li>• Any information you feel is incomplete or incorrect.</li><li>• How the proposed action would affect you.</li></ul></div><div><p>Comments must be received or postmarked by July 24, 2013.</p><p>We live in Laveen, and an area with direct impact w/ the 202. We need this as it will bring forth economic development and much needed resources for our families. We are eager and look forward to the near future 202 loop.</p></div><div><p>Optional</p><p>Name _____ Email _____</p><p>Address _____</p><p>City _____ State _____ Zip _____</p><p>Phone _____ Fax _____</p><p>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: <a href="mailto:projects@azdot.gov">projects@azdot.gov</a> or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</p><div><div><div>ADOT</div><div><div>U.S. Department of Transportation</div><div>Federal Highway Administration</div></div></div><div>FOR MORE INFORMATION: <a href="http://azdot.gov/SouthMountainFreeway">azdot.gov/SouthMountainFreeway</a></div></div></div></div></div>

Code	Issue	Response
1		Comment noted.



Code	Comment Document
	<div>4337</div> <div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div><div>6</div><div>7</div><div>8</div><div>9</div><div>10</div><div>11</div><div>12</div><div>13</div><div>14</div><div>15</div><div>16</div><div>17</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div></div><div><div>more trains and things like that. Oh, and no more building near our home, please. We want to respect the Indian reservation. We want to work in cooperation with them. Thank you.</div><div>UNIDENTIFIED SPEAKER: So we live on Pecos and from what I see on the map over there, there's going to be a new bridge that's being built and I don't want it to ruin my home. There's not going to be any type of privacy. People can look right down into my home. I mean, sure there will be a wall, but you can still see over it. It's going to cause more accidents. What if accidents come over the wall into our home area and destroy it, and that's something I don't like. Please, please stop building it. Thank you.</div><div>MS. INNIS: Hi, I'm Lillian Innis and I lived in the Gila River community for quite some time, and I've also lived in Ahwatukee for a couple of years and I've been going to school in Ahwatukee since I was in kindergarten, and I do not like this freeway or I do not -- I feel like what some people say that, like, the freeway is going to do, I feel like it won't meet up to their expectations. And a lot of them think money first instead of with, like, actual thoughts of future generations and me when I</div></div></div> <div><div>1</div><div>2</div></div> <div>Page 24</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response
1	Design	The proposed freeway main line is no closer than 100 feet from any residences along Pecos Road. The bridge sections include concrete barriers that prevent vehicles from leaving the roadway. The noise walls along the proposed freeway would be of a height such that vehicles could not see over them and into residences.
2	Safety	To reduce the number of freeway accidents and the expenses associated with responding to them, particular attention was paid to safety factors in the design of the proposed freeway. The proposed South Mountain Freeway's eight-lane section is shown on Draft Environmental Impact Statement page 3-58, with discussion and remarks that the freeway would be consistent with the design of other freeways in the region and thereby would improve driver expectancy and safety. The sidebar on Draft Environmental Impact Statement page 3-59 discusses the safety features of auxiliary lanes (used at traffic interchanges) for facilitating acceleration and deceleration, thereby reducing potential conflicts with through-traffic and travelers merging onto or exiting from the proposed freeway.





Code	Comment Document
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>LOOP 202</p> <h1 style="margin: 0;">South Mountain</h1> <p>Freeway Study</p> </div> <div style="text-align: center;"> <h2 style="margin: 0;">Draft Environmental Impact Statement</h2> <h3 style="margin: 0;">COMMENT FORM</h3> </div> </div>	
<p><b>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</b></p> <p>ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.</p> <p>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</p>	
<div style="display: flex; justify-content: space-between;"> <div style="width: 60%;"> <p><b>Comments must be received or postmarked by July 24, 2013.</b></p> </div> <div style="width: 35%; background-color: #333; color: white; padding: 10px;"> <p><b>It is helpful to ADOT to receive comments on:</b></p> <ul style="list-style-type: none"> <li>A particular alternative, environmental impact assessment, and/or draft mitigation.</li> <li>Any information you feel is incomplete or incorrect.</li> <li>How the proposed action would affect you.</li> </ul> </div> </div>	
<div style="border: 1px solid #ccc; padding: 10px; min-height: 150px;"> <p><i>As a person who uses I 10 to I 17 going N+S to see family several times a week, I find such congestion trying to access I 10 from I 17 South+west bound that I take Durango Curve, get off on Durango, Son 35th to Baseline to get back to Laveen. What after 3 PM is backed up on I 10 4th to McDowell Road. Often, when they take 17 to 10 (w) to SMTN freeway sounds good but not practical time wise. What plans are there to relieve congestion @ 17/10 interchange?</i></p> </div>	
<p><b>Optional</b></p> <p>Name _____ Email <i>talkinrock@a.com</i></p> <p>Address _____</p> <p>City _____ State _____ Zip _____</p> <p>Phone _____ Fax _____</p>	
<p><b>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: <a href="mailto:projects@azdot.gov">projects@azdot.gov</a> or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</b></p>	
<div style="display: flex; justify-content: space-between; align-items: center;"> <div> <p><small>ADOT TRACS No.: 202L MA 054 HS764 01L • Federal-aid Project No.: NH-202-D(ADY)</small></p> </div> <div style="text-align: right;"> <p><b>FOR MORE INFORMATION:</b> <a href="http://azdot.gov/SouthMountainFreeway">azdot.gov/SouthMountainFreeway</a></p> </div> </div>	

Code	Issue	Response
1	Traffic	The recommended improvement is not within the scope of the Preferred Alternative. The Arizona Department of Transportation and Maricopa Association of Governments continually evaluate bottlenecks within the existing regional freeway system and identify opportunities for fixing problems. The <i>Regional Transportation Plan</i> includes funding for improvements along the Interstate 10 and Interstate 17 corridors. Information related to these projects can be found at <a href="http://azdot.gov/projects/phoenix-metro-area">azdot.gov/projects/phoenix-metro-area</a> .

Code	Comment Document
	<div>4340</div> <div><div>1constraints of all the drainage out of Ahwatukee</div><div>2trying to sync the -- subset the bridges as low as</div><div>3possible at all the major interchanges, in particular</div><div>440th Street. Every foot the bridge can go down, the</div><div>5better for the sound walls. So I think that's kind</div><div>6of most of it.</div><div>7UNIDENTIFIED SPEAKER: Hello. Okay. I</div><div>8have another perspective now that I've been looking</div><div>9around at all of these advertisements and these</div><div>10banners and I've been seeing what's been posted, and</div><div>11I'm understanding a little bit more completely now.</div><div>12But something that had me thinking twice is the level</div><div>13of medication that other people take, maybe the</div><div>14prescriptions, maybe these people who take</div><div>15prescriptions and different pills can't drive because</div><div>16they're afraid of getting a DUI, or maybe people who</div><div>17have, you know, no driver's licenses or something</div><div>18like that. I mean, they don't have the</div><div>19opportunities. Sure, there's going to be a freeway</div><div>20there. Maybe we should think twice about maybe</div><div>21putting a train there instead.</div><div>22You know, it would be a little bit less</div><div>23of a headache for other people, you know, other</div><div>24people who have had DUIs or mental illness or</div><div>25something and they're a risk to other drivers. And</div></div> <div><div>1</div><div>Page 26</div><div>Driver and Nix Court Reporters - (602) 266-6525</div><div>www.drivernix.com</div></div>

Code	Issue	Response
1	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<div><p>1    so if we put a train there instead of the freeway, I</p><p>2    think that will be better.    That way blind people</p><p>3    could have the opportunity to get around the valley.</p><p>4    People who have a disability, they could be more</p><p>5    social while on a train.    They wouldn't have to worry</p><p>6    about a car because a lot of people are stuck and</p><p>7    they can't use a car or they can't afford a car.    But</p><p>8    if they're riding on a train, it would be more</p><p>9    social.</p><p>10                    If people don't have driver's licenses,</p><p>11    they'll get in less trouble with DUIs or accidents.</p><p>12    You know, maybe people are out for a good time and</p><p>13    they'll have better opportunities to be able to take</p><p>14    public transportation instead of driving, and I just</p><p>15    think those are things that you could think twice</p><p>16    about.</p><p>17                    UNIDENTIFIED SPEAKER:    I was just</p><p>18    discussing this with Ben about the 32nd Street and</p><p>19    the Pecos interchange right there, the crossroads</p><p>20    right there.    There's going to be a bridge built over</p><p>21    it and it's going to block it, and there's no way I'm</p><p>22    going to be getting through because there's not being</p><p>23    a ramp there.    There are homes in the area on both</p><p>24    sides, but those people in the homes won't be able to</p><p>25    use straight through 32nd Street.    They're going to</p></div> <div><p>Page 27</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></div>

Code	Issue	Response



Code

Comment Document

LOOP 202

South Mountain

Freeway Study

2013

Draft Environmental Impact Statement

COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

• A particular alternative, environmental impact assessment, and/or draft mitigation.

• Any information you feel is incomplete or incorrect.

• How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

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The South Mountain 302 alignment is an outdated plan. The population growth has increased past the point that the proposed route will serve the purpose of relieving traffic congestion on I-10. The people in the Southeast Valley need more options for commuting into central Phoenix employment areas, just as people in the West Valley do. Money could be better spent to improve, & increase public transportation to eliminate the truck traffic through Phoenix a bypass should be established at Casa Grande going north on I-8 and north to I-10. The roads would need to be improved, but the cost would be far less. The environmental impact on the Ahwatukee Foothills community is far greater than to any other community.

Optional

Name

Email

Address

City

State

Zip

Phone

Fax

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT

U.S. Department of Transportation

Federal Highway Administration

FOR MORE INFORMATION:  
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Alternatives, Nonfreeway Alternatives	
3	Alternatives	The proposed project is part of the <i>Regional Transportation Plan</i> for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the <i>Regional Transportation Plan</i> and the extension of a half-cent sales tax to fund its projects. The funding for the right-of-way acquisition and construction of the proposed project would come from a combination of federal (National Highway Performance Program) and County (half-cent sales tax, also known as Regional Area Road Funds) sources. Use of these funds for construction of the proposed freeway would not affect available funds for statewide projects nor would not constructing this facility make available additional funds for other statewide projects.
4	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Alternatives	The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Draft Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.
6	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Draft Environmental Impact Statement pages 4-16 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).



Code	Comment Document
	<div><div>LOOP 202 South Mountain Freeway Study</div><div>2013</div><div>Draft Environmental Impact Statement COMMENT FORM</div><div><div>Additional Comments:</div><div><div>7</div><div>8</div><div>9</div><div>10</div></div><div>and little consideration has been given to this community. Pollution and noise will greatly increase if an 8-10 lane freeway is built along Pecos Road. If the freeway is elevated and a sound barrier wall is built floodplains may be created where none currently exist.  Do Not Build on Pecos !!!</div></div></div> <div><div>ADOT TRACS No.: 2021 MA 054 HS764 01L • Federal-aid Project No.: NH-202-D(ADY)</div><div><div>ADOT</div><div>Federal Highway Administration</div></div><div>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</div></div>

Code	Issue	Response
7	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
8	Noise	
9	Drainage	Pecos road drainage is designed as a pass-through system. In other words water is allowed to drain along its natural existing pathway underneath the freeway and to Gila River Indian Community land. If an action alternative were to become the Selected Alternative, the E1 Alternative would be constructed aboveground and the existing culverts would extend to pass drainage under the freeway. Pecos Road currently has numerous existing culvert crossings. Depressing the freeway in this area would eliminate the existing culvert crossings and potentially have adverse flooding impacts on adjacent properties. Extending the existing culverts or upsizing the culverts would maintain or improve drainage flows. Doing so would ensure that there would be no adverse flooding impacts to adjacent properties. (See Draft Environmental Impact Statement pages 3-18, 4-98, and 4-107.)
10	Alternatives, E1 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document						
<div><div>1</div><div><div><div><div>TELEPHONE CONVERSATION RECORD</div><div>SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div></div><div><table><tr><td>INCOMING CALL DATE: 5/15/13</td><td>INCOMING CALL TIME: 5:10 PM</td></tr><tr><td>CALLER: ANONYMOUS</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div><div>CALLER REMARKS/QUESTIONS:</div><div>I support the South Mountain Freeway, it really is needed. Thank you.</div></div></div></div></div></div>		INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 5:10 PM	CALLER: ANONYMOUS	CALLER ADDRESS:	PHONE:	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 5:10 PM						
CALLER: ANONYMOUS	CALLER ADDRESS:						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
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Code Comment Document

LOOP 202  
*South Mountain*  
 Freeway Study

2013

**Draft Environmental Impact Statement**  
 COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

Please save it cuz no money NEED Trains  
 All around cuz people cant afford buy  
 car. NO JOBS SO NEED Start  
 Train people can enjoy NO WORRY.  
 for MMT  
 RX  
 Blinds people  
 DH people.

**Optional**

Name \_\_\_\_\_ Email \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Fax \_\_\_\_\_

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: [projects@azdot.gov](mailto:projects@azdot.gov) or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

13-150

**ADOT**

U.S. Department of Transportation  
 Federal Highway  
 Administration

FOR MORE INFORMATION:  
[azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)

Code	Issue	Response
1	Alternatives, Nonfreeway Alternatives	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<div>4341</div> <div><div>1so if we put a train there instead of the freeway, I</div><div>2think that will be better. That way blind people</div><div>3could have the opportunity to get around the valley.</div><div>4People who have a disability, they could be more</div><div>5social while on a train. They wouldn't have to worry</div><div>6about a car because a lot of people are stuck and</div><div>7they can't use a car or they can't afford a car. But</div><div>8if they're riding on a train, it would be more</div><div>9social.</div><div>10If people don't have driver's licenses,</div><div>11they'll get in less trouble with DUIs or accidents.</div><div>12You know, maybe people are out for a good time and</div><div>13they'll have better opportunities to be able to take</div><div>14public transportation instead of driving, and I just</div><div>15think those are things that you could think twice</div><div>16about.</div><div>17UNIDENTIFIED SPEAKER: I was just</div><div>18discussing this with Ben about the 32nd Street and</div><div>19the Pecos interchange right there, the crossroads</div><div>20right there. There's going to be a bridge built over</div><div>21it and it's going to block it, and there's no way I'm</div><div>22going to be getting through because there's not being</div><div>23a ramp there. There are homes in the area on both</div><div>24sides, but those people in the homes won't be able to</div><div>25use straight through 32nd Street. They're going to</div></div> <div><div>1</div><div>Page 27</div><div>Driver and Nix Court Reporters - (602) 266-6525</div><div>www.drivernix.com</div></div>

Code	Issue	Response
1	Design	The determination to not include an interchange at 32nd Street was made in coordination with the City of Phoenix. The interchange would have required the displacement of over 100 homes and would have been located near an existing high school. The City recommended that, based on these impacts, the interchange be removed from the study. At the same time, the City conducted a traffic circulation study to evaluate the impacts of the freeway (and the removal of an access point at 32nd Street) on the local street system. The City study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 in the Final Environmental Impact Statement).

Code	Comment Document
2	<div><p>1 have to go through -- through an area of a lot of</p><p>2 homes, and there's going to be a lot of cars going</p><p>3 through the residential area in order to arrive to</p><p>4 40th Street. So there's going to be a lot of cars</p><p>5 and a lot of traffic in that area.</p><p>6 You know, so's there's going to be a lot</p><p>7 of cars taking those smaller side roads and a lot of</p><p>8 traffic in that area. And you have to think about,</p><p>9 it's just a waste of time. You know, it's going to</p><p>10 take me 10 to 15 minutes just to go through that</p><p>11 residential area. I don't think that's right. I</p><p>12 don't think it's fair. You have to respect our home,</p><p>13 our community, 32nd Street. There's a high school</p><p>14 right there.</p><p>15 It's easy if we had a ramp to get right</p><p>16 through there. It would be a lot easier. We could</p><p>17 get through. And from the Indian reservation, they</p><p>18 could come straight through on 32nd Street and get</p><p>19 off right there, and they could go to the high school</p><p>20 in that area. There's just too many -- it's too</p><p>21 crowded in that area on 40th Street and from 32nd</p><p>22 Street because there's a lot of homes right there in</p><p>23 that area. I think it's a really bad idea, so please</p><p>24 don't build this over on 32nd Street. Okay. Done.</p><p>25 UNIDENTIFIED SPEAKER: Don't waste any</p></div> <div>Page 28</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response
2	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Draft Environmental Impact Statement pages 4-16 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).





Code

Comment Document

**From:** [Projects](#)  
**To:** [ADOT](#)  
**Subject:** FW: Build the Sount Mountain Freeway  
**Date:** Monday, May 20, 2013 8:22:32 AM

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**From:** Tragrc2 [mailto:tragrc2@aol.com]  
**Sent:** Sunday, May 19, 2013 9:13 PM  
**To:** Projects  
**Subject:** Build the Sount Mountain Freeway

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
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LOOP 202

South Mountain

Freeway Study

2013

Draft Environmental Impact Statement

COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

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Comments must be received or postmarked by July 24, 2013.

1

I am a recent (2 years) relocatee to Phoenix, AZ as a resident who spends substantial time in the West Valley area, primarily work, the effects of the new freeway section would be positive. It would relieve overall congestion, provide access to the East Valley, and allow for an efficient way to travel on I-10 East. Therefore I support the project as proposed, it will be tough on some in the path, but the overall population will benefit, in my opinion.

Optional

Name

Email

Address

City

State

Zip

Phone

Fax

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: [projects@azdot.gov](mailto:projects@azdot.gov) or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT

U.S. Department of Transportation

Federal Highway Administration

FOR MORE INFORMATION:

[azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div>1    have to go through -- through an area of a lot of</div><div>2    homes, and there's going to be a lot of cars going</div><div>3    through the residential area in order to arrive to</div><div>4    40th Street. So there's going to be a lot of cars</div><div>5    and a lot of traffic in that area.</div><div>6            You know, so's there's going to be a lot</div><div>7    of cars taking those smaller side roads and a lot of</div><div>8    traffic in that area. And you have to think about,</div><div>9    it's just a waste of time. You know, it's going to</div><div>10   take me 10 to 15 minutes just to go through that</div><div>11   residential area. I don't think that's right. I</div><div>12   don't think it's fair. You have to respect our home,</div><div>13   our community, 32nd Street. There's a high school</div><div>14   right there.</div><div>15            It's easy if we had a ramp to get right</div><div>16   through there. It would be a lot easier. We could</div><div>17   get through. And from the Indian reservation, they</div><div>18   could come straight through on 32nd Street and get</div><div>19   off right there, and they could go to the high school</div><div>20   in that area. There's just too many -- it's too</div><div>21   crowded in that area on 40th Street and from 32nd</div><div>22   Street because there's a lot of homes right there in</div><div>23   that area. I think it's a really bad idea, so please</div><div>24   don't build this over on 32nd Street. Okay. Done.</div><div>25            UNIDENTIFIED SPEAKER: Don't waste any</div></div> <div><div>Page 28</div><div>Driver and Nix Court Reporters - (602) 266-6525</div><div>www.drivernix.com</div></div>

Code	Issue	Response



Code		Comment Document	
<b>TELEPHONE CONVERSATION RECORD</b> <b>SOUTH MOUNTAIN FREEWAY INFORMATION LINE</b>			
INCOMING CALL DATE: 5/15/13		INCOMING CALL TIME: 6:53 PM	
CALLER: ANONYMOUS18		ADDRESS:	
PHONE:		EMAIL:	
<b>CALLER REMARKS/QUESTIONS:</b> I do support the South Mountain Freeway, the 202. It will be a big advantage to the whole community. Thank you. Goodbye.			

Code	Issue	Response
1		Comment noted.



Code

Comment Document

LOOP 202

South Mountain

Freeway Study

2013

Draft Environmental Impact Statement

COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013. PLEASE BUILD THIS IMPORTANT

FREEWAY SOON!

Optional

Name \_\_\_\_\_ Email \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Fax \_\_\_\_\_

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: [projects@azdot.gov](mailto:projects@azdot.gov) or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

13-150

**ADOT**

U.S. Department of Transportation  
Federal Highway  
Administration

FOR MORE INFORMATION:  
[azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)

Code	Issue	Response
1		Comment noted.





Code	Comment Document						
1	<div><div>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div><table><tr><td>INCOMING CALL DATE: 5/16/13</td><td>INCOMING CALL TIME: 6:56 PM</td></tr><tr><td>CALLER: ANONYMOUS19</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div><b>CALLER REMARKS/QUESTIONS:</b> I support the freeway. Put it in. Thank you.</div></div>	INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 6:56 PM	CALLER: ANONYMOUS19	CALLER ADDRESS:	PHONE:	EMAIL:
	INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 6:56 PM					
	CALLER: ANONYMOUS19	CALLER ADDRESS:					
	PHONE:	EMAIL:					

Code	Issue	Response
1		Comment noted.



Code	Comment Document
	<div><div><div><div>LOOP 202</div><div>South Mountain</div><div>Freeway Study</div></div><div>2013</div></div><div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div><div><p>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</p><p>ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.</p><p>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</p></div><div><p>It is helpful to ADOT to receive comments on:</p><ul style="list-style-type: none"><li>• A particular alternative, environmental impact assessment, and/or draft mitigation.</li><li>• Any information you feel is incomplete or incorrect.</li><li>• How the proposed action would affect you.</li></ul></div><div><p>Comments must be received or postmarked by July 24, 2013.</p><p>Freeways are friendly to the environment. With freeways we see less pollution + less traffic accidents. It keeps <del>our</del> our city streets from being as populated. This project will bring jobs to the Valley which Phoenix is hurting for. It will provide employment opportunities to many and bring jobs back to our state. Our freeways are already very busy + this freeway will help to redirect some of that traffic + help with rush hour traffic. The 202 project will definitely be a win win!!</p><p>Optional</p><p>Name _____ Email _____</p><p>Address _____</p><p>City _____ State _____ Zip _____</p><p>Phone _____ Fax _____</p><p>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: <a href="mailto:projects@azdot.gov">projects@azdot.gov</a> or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</p><div><div>ADOT</div><div>U.S. Department of Transportation Federal Highway Administration</div><div>FOR MORE INFORMATION: <a href="http://azdot.gov/SouthMountainFreeway">azdot.gov/SouthMountainFreeway</a></div></div></div></div>

Code	Issue	Response
1		Comment noted.

Code Comment Document

4350

1 I-10 plugs up, they all hit the surface streets, and  
2 the surface streets from South Phoenix to Laveen just  
3 get jammed up. A lot of accidents are starting to  
4 happen, more serious accidents than ever before.

5 So I am in favor of building the freeway. I  
6 have been in the path of the freeway since '85 when it  
7 was designed, and we voted for it in '86. And we are  
8 still waiting to see whether this is going to be built  
9 or not. But I would strongly suggest that the freeway  
10 be built.

11 Thank you very much.

12 ANONYMOUS: Well, we are for it, wish it  
13 would happen. I have been following it since 1985.  
14 Nothing has happened that we can see. And I live on  
15 51st, off of 51st Avenue. And right now the traffic is  
16 horrendous. Two miles down south of where I live, the  
17 Vee Quiva will open its new phase in July with seven  
18 restaurants and a resort, which they don't have right  
19 now. So it already -- 51st Avenue will be a freeway.  
20 And that's our concern.

21 We want the freeway.

22 ETHEL WILLIAMS: The main thing I would like  
23 to do is say that my whole family -- not my whole  
24 family, but two-thirds of us, three-fourths of us,  
25 moved to Laveen because of all the things they promised

Page 7

Driver and Nix Court Reporters - (602) 266-6525  
www.drivernix.com

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<div><div>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div><table><tr><td>INCOMING CALL DATE: 05/16/13</td><td>INCOMING CALL TIME: 6:55 PM</td></tr><tr><td>CALLER: ANONYMOUS20</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div><b>CALLER REMARKS/QUESTIONS:</b> Yes, I support the freeway, put it in. Thank you.</div></div>	INCOMING CALL DATE: 05/16/13	INCOMING CALL TIME: 6:55 PM	CALLER: ANONYMOUS20	CALLER ADDRESS:	PHONE:	EMAIL:
	INCOMING CALL DATE: 05/16/13	INCOMING CALL TIME: 6:55 PM					
	CALLER: ANONYMOUS20	CALLER ADDRESS:					
	PHONE:	EMAIL:					

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	4430
1	1 UNIDENTIFIED SPEAKER: Where to start. 2 Well, I guess, first of all, I'd like to say that I'm a 3 little frustrated by this whole process, because I'm an 4 Ahwatukee resident. I've been coming to these meetings 5 for years now. And nothing ever really changes. It's the 6 same smoke and mirrors every year, every meeting. And 7 it's like, oh, well, this is the study that we're doing, 8 and this is where we're going. And yet we never get 9 there. There's never a decision. There's never a, this 10 is the drop-dead date, which, you know, in my line of 11 work, in any job I've ever had, you know, if you have a 12 job, you always have a suspense date that, you know -- by 13 which it's supposed to be finished. And so that's 14 probably the most frustrating thing with this, living in 15 an area that's going to be affected by this. 16 The other thing too is that I really resent 17 the fact that this has always been marketed as a commute 18 alternative and a way to improve people that work downtown 19 Phoenix and are commuting from the East Valley to downtown 20 Phoenix, because it's not. This doesn't even take you 21 downtown. It takes you way on the west side, 59th Avenue. 22 So that's great if you're going out of town 23 or if you're a semi or people passing through Phoenix. I 24 just wish that they would market it and address it for 25 what it is. It's a city outer loop truck bypass. It's
	Page 32 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
1	Purpose and Need	The proposed freeway was developed to improve mobility between the western and southeastern portions of metropolitan Phoenix. See the text beginning on Draft Environmental Impact Statement page 3-27 for more information related to the responsiveness of the proposed freeway to the purpose and need criteria.
2	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.



Code	Comment Document
3	<div>1 not a commute option.</div> <div>2 In fact, it even shows on their board over</div> <div>3 there that this will save you six minutes travel time from</div> <div>4 Ahwatukee to downtown. The problem with that is, one,</div> <div>5 like I said before, it's not taking you downtown. And</div> <div>6 two, if it's saving you that time, it's because you're</div> <div>7 still going down the I-10, and maybe there's fewer cars or</div> <div>8 trucks on there because now they're taking the outer loop</div> <div>9 because they're not going downtown. So...</div> <div>10 And as a -- as a homeowner that's going to</div> <div>11 be directly affected by this, it would be really nice if</div> <div>12 they'd have some dates and some drop-dead, concrete dates</div> <div>13 that they could give, or at least some, you know, proposed</div> <div>14 dates that, hey, by this date, this is going to happen,</div> <div>15 because I can't -- I'm -- I've been living in limbo.</div> <div>16 Can't make any decisions on my house or what to do.</div> <div>17 So I guess that's -- that's it.</div> <div>18 And -- oh, one more thing. And the people</div> <div>19 that are giving positive comments are the people that</div> <div>20 don't live in an area that's affected by it. I can tell</div> <div>21 you that the meetings I've gone to, all those that speak</div> <div>22 highly of this are the people that -- in Ahwatukee,</div> <div>23 anyway, because I can't really speak to the Laveen area --</div> <div>24 are those folks that live north of Chandler Boulevard. So</div> <div>25 they're not affected by this. But I guarantee you if they</div> <div>Page 33</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response
3	Construction	The schedule for the next steps includes publishing the Final Environmental Impact Statement in 2014. A 60-day public review period will be provided. Then the record of decision would be published. If a build option is selected, construction could begin as early as 2015.

Code	Comment Document
4	<div><p>1       were, then their comments wouldn't be so positive.</p><p>2                   One more thing. Since it's always been said</p><p>3       that, well, this has been in the works since like 1985 or</p><p>4       before and -- that being the case, why were the homes that</p><p>5       are built along the right-of-way of the freeway or even,</p><p>6       in my case, right up to the freeway, allowed to have been</p><p>7       built? Because initially they were not in the planning as</p><p>8       far as those communities. Where my house sits, and the</p><p>9       whole row of houses, were not originally supposed to be</p><p>10      built.</p><p>11                  Likewise, there's a brand-new housing</p><p>12      development down on the west part of Pecos at probably</p><p>13      about 15th Avenue that was just built in the last few</p><p>14      years. And it's going to be taken out by the freeway.</p><p>15                  So the only rationale I can see is that they</p><p>16      wanted to draw property taxes on it until they finally did</p><p>17      make a decision on the freeway. But since they knew this</p><p>18      was going to go through all along, those should never have</p><p>19      been allowed to be built.</p><p>20                  UNIDENTIFIED SPEAKER: I was studying</p><p>21      this -- a map over here, and the layout and everything,</p><p>22      and I can see that there's going to be new bridges that</p><p>23      are going over the top. And I just think that it's just</p><p>24      too many trucks that are going to be passing over the top</p><p>25      of the bridges. And I think it's -- suppose they crashed?</p></div> <div><p>Page 34</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></div>

Code	Issue	Response
4	Social Conditions	While the City has some ability to control development through its zoning ordinances, the City does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land based on the risk that the freeway would eventually be built. Citizens were also aware of the potential and chose to buy homes near the freeway despite the same risk. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Draft Environmental Impact Statement.

Code	Comment Document
1	<div>Document Created: 7/10/2013 1:53:15 PM by Web Comment Form</div> <p>I think the freeway should be as elevated as possible because elevated freeway sections are better looking, and keep the sound out of the underlying communities. I think the freeway would best serve the people if it was entirely elevated.</p>

Code	Issue	Response
1	Noise	The freeway profile, or elevation, is determined by a number of engineering factors including geology, drainage, and cost, among others. Like most freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would maintain a rolling profile, being elevated above most major cross streets and dropping to near ground level between interchanges.



Code	Comment Document
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LOOP 202

South Mountain

Freeway Study

2013

Draft Environmental Impact Statement

COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

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Any information you feel is incomplete or incorrect.

How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

1

FAVORED 202 LOOP CONSTRUCTION DUE TO THE FOLLOWING ADVANTAGES.

DOWNTOWN AREA FOR

• THE ALIGNMENT WILL BYPASS BIG TRUCKS GOING TO TUCSON OR EAST SIDE - LESS TRAFFIC VOLUME AT THE JO FREEWAY - LESS BIG TRUCKS LESS ACCIDENTS DUE TO LESS VEHICLES @ PEAK HOURS.

• IT WOULD OPEN UP NEW BUSINESSES & HOUSING DEVELOPMENT ALONG THE NEW 202 LOOP ALIGNMENT

Optional

Name

Email

Address

City

State

Zip

Phone

Fax

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

13-150

ADOT

U.S. Department of Transportation  
Federal Highway  
Administration

FOR MORE INFORMATION:

azdot.gov/SouthMountainFreeway

Code	Issue	Response
1		Comment noted.



Code	Comment Document
1	<div><div><div><div>INCOMING CALL DATE: 5/17/13</div><div>INCOMING CALL TIME: 1:52 PM</div></div><div><div>CALLER: ANONYMOUS22</div><div>CALLER ADDRESS:</div></div><div><div>PHONE:</div><div>EMAIL:</div></div></div><div><div><b>CALLER REMARKS/QUESTIONS:</b></div><div>I support the South Mountain Freeway extension.</div></div></div>

Code	Issue	Response
1		Comment noted.



Code

Comment Document

**From:** [Rusty Crerand](#)  
**To:** [ADOT](#)  
**Subject:** Envoy #1314145299 S. Mt. Comment  
**Date:** Tuesday, May 21, 2013 2:24:01 PM  
**Attachments:** [image001.png](#)

---

Another South Mt. Loop 202 Comment.

**5/21/2013 12:22:54 PM**

It is completely unclear to me what it is that you are planning to do, there are so many options listed, that I cannot tell what you really have planned. Our existing highways need correction already, why would I want you to build another problem child? I-10's cut down of lanes at 75th Avenue is the worst of the traffic hazards. The way the freeways travel now, I can get to work almost as fast by avoiding it for the most part.

**Rusty Crerand**  
**Constituent Services Officer**

206 S. 17<sup>th</sup> Ave.  
MD 118A Room 101  
Phoenix, AZ 85007  
602.712.7856  
[dcrerand@azdot.gov](mailto:dcrerand@azdot.gov)

The logo for ADOT Communications, featuring the letters "ADOT" in a stylized, bold font with a green-to-blue gradient, and the word "Communications" in a smaller, black, sans-serif font below it.

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Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1	Purpose and Need	<p>Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22).</p> <p>Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.</p>

Code	Comment Document
	<div><div><div>LOOP 202</div><div><i>South Mountain</i></div><div>Freeway Study</div></div><div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div><div><p>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</p><p>ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.</p><p>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</p></div><div><p>It is helpful to ADOT to receive comments on:</p><ul style="list-style-type: none"><li>• A particular alternative, environmental impact assessment, and/or draft mitigation.</li><li>• Any information you feel is incomplete or incorrect.</li><li>• How the proposed action would affect you.</li></ul></div><div><p>Comments must be received or postmarked by July 24, 2013.</p><div><div>OUTSTANDING WORK ADOT TEAM. THIS IS A MUCH NEEDED ALTERNATE FREEWAY CORRIDOR THAT WOULD ADDRESS FUTURE TRAFFIC GROWTH. THE SOUTH MOUNTAIN FREEWAY WOULD PROVIDE THE TRAVELING PUBLIC MORE OPTIONS AND WOULD REDUCE CONGESTION ON I-10.</div><div>BUILD IT NOW!</div></div><div><p>Optional</p><p>Name _____ Email _____</p><p>Address _____</p><p>City _____ State _____ Zip _____</p><p>Phone _____ Fax _____</p><p>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: <a href="mailto:projects@azdot.gov">projects@azdot.gov</a> or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</p><div><div>ADOT</div><div><div>U.S. Department of Transportation</div><div>Federal Highway Administration</div></div><div>FOR MORE INFORMATION: <a href="http://azdot.gov/SouthMountainFreeway">azdot.gov/SouthMountainFreeway</a></div></div></div></div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
4431	<div><p>1    were, then their comments wouldn't be so positive.</p><p>2                    One more thing. Since it's always been said</p><p>3    that, well, this has been in the works since like 1985 or</p><p>4    before and -- that being the case, why were the homes that</p><p>5    are built along the right-of-way of the freeway or even,</p><p>6    in my case, right up to the freeway, allowed to have been</p><p>7    built? Because initially they were not in the planning as</p><p>8    far as those communities. Where my house sits, and the</p><p>9    whole row of houses, were not originally supposed to be</p><p>10   built.</p><p>11                   Likewise, there's a brand-new housing</p><p>12   development down on the west part of Pecos at probably</p><p>13   about 15th Avenue that was just built in the last few</p><p>14   years. And it's going to be taken out by the freeway.</p><p>15                   So the only rationale I can see is that they</p><p>16   wanted to draw property taxes on it until they finally did</p><p>17   make a decision on the freeway. But since they knew this</p><p>18   was going to go through all along, those should never have</p><p>19   been allowed to be built.</p><p>20                   UNIDENTIFIED SPEAKER: I was studying</p><p>21   this -- a map over here, and the layout and everything,</p><p>22   and I can see that there's going to be new bridges that</p><p>23   are going over the top. And I just think that it's just</p><p>24   too many trucks that are going to be passing over the top</p><p>25   of the bridges. And I think it's -- suppose they crashed?</p></div> <div><p>Page 34</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></div>

Code	Issue	Response

Code	Comment Document
1 2	<p>1 They could crash directly into our home and destroy our</p> <p>2 home, destroy our lives, destroy our houses. It's just a</p> <p>3 threat. It's just a threat to our life and the</p> <p>4 environment as well. It's just going to ruin the</p> <p>5 environment.</p>
3	<p>6 My home has these windows. They're going to</p> <p>7 be dirty. They're going to be black with soot. The roofs</p>
4	<p>8 are going to be black because there's too many trucks on</p> <p>9 these highways and of all the traffic that's going to be</p> <p>10 passing by. So there's just no way.</p>
3	<p>11 I mean, if there's cars, that's okay, but</p> <p>12 it's just the trucks that I'm worried about. Trucks are</p> <p>13 always filthy and full of pollution with all the smoke</p> <p>14 that they create.</p>
5	<p>15 And I just think it's going to be very, very</p> <p>16 dangerous for our environment, for our health, you know,</p> <p>17 for the farm and the gardening that we have in the back</p> <p>18 yard. It's going to ruin the environment completely with</p> <p>19 the pollution.</p>
6	<p>20 There's schools in the area. There's lots</p> <p>21 of schools in the area where kids play sports or just</p> <p>22 around, and it's just going to be -- and their health is</p> <p>23 going to be affected by it all along this area.</p> <p>24 And if you have the bridge -- if you have</p> <p>25 this bridge built, people aren't going to buy my house,</p>
Page 35	
Driver and Nix Court Reporters - (602) 266-6525	
www.drivernix.com	

Code	Issue	Response
1	Safety	To reduce the number of freeway accidents and the expenses associated with responding to them, particular attention was paid to safety factors in the design of the proposed freeway. The proposed South Mountain Freeway's eight-lane section is shown on Draft Environmental Impact Statement page 3-58, with discussion and remarks that the freeway would be consistent with the design of other freeways in the region and thereby would improve driver expectancy and safety. The sidebar on Draft Environmental Impact Statement page 3-59 discusses the safety features of auxiliary lanes (used at traffic interchanges) for facilitating acceleration and deceleration, thereby reducing potential conflicts with through-traffic and travelers merging onto or exiting from the proposed freeway.
2	Design	The proposed freeway main line is no closer than 100 feet from any residences along Pecos Road. The bridge sections include concrete barriers that prevent vehicles from leaving the roadway. The noise walls along the proposed freeway would be of a height such that vehicles could not see over them and into residences.
3	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Purpose and Need, Truck Bypass	
5	Health Effects	
6	Visual Resources	Draft Environmental Impact Statement page 4-158 of the mitigation section for visual impacts lists four measures that could be taken to mitigate the visual impacts of overpasses: <ul style="list-style-type: none"><li>• placing landscape treatment on the periphery of right-of-way areas at overpass locations as well as at other areas adjacent to residential development</li><li>• using earth colors for overpasses, retaining and screen walls, and noise barriers</li><li>• using bridges and overpass structural systems that help unify a visually complex landscape</li><li>• minimizing structural sizes and/or recessing the face of structural members from the edge of the roadway to reduce real or apparent breadth of structures</li></ul> Additionally, Draft Environmental Impact Statement page 4-159 has nearly a full page discussing "how structures are aesthetically treated and how the public could be directly involved in developing aesthetic treatments."

Code	Comment Document
7	1 because it's going to be right there. So it's going to
8	2 hurt the resale of our house. It's not going to be worth
	3 it for them to spend money on my house.
	4 The government already owes -- the
	5 government already owes money, \$16 trillion in debt. It's
	6 not worth fighting for this. It's been 30 years.
9	7 So please, please don't build this. It's
	8 just going to be horrible. You should no build the
	9 bridges across the top because of the bad environment.
	10 There are other organizations that already filed
	11 complaints. Just ADOT, you know, they're going to -- and
	12 other organizations will also file complaints some day.
	13 MS. MILES: My name is Carmen Miles, and
	14 I've been living on the Gila River Indian Reservation for
	15 all of my life. And whenever I leave the reservation, I
	16 still never forget it. If I move -- I have moved away for
	17 a year. But I still always remember that's where I -- I
	18 was raised, and that's my home. And knowing that people
	19 want to use my land as a transportation system that might
	20 affect it for the future and all the generations to come,
	21 it hurts me, and it also hurts my people. So I don't feel
	22 like this is helping my land at all. Looking at it, how
	23 it's still in a bad condition today, but I will always
	24 work for my land. I was always -- I always have hope for
	25 my land, and I always support it.
	Page 36
	Driver and Nix Court Reporters - (602) 266-6525
	www.drivernix.com

Code	Issue	Response
7	Property Values	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138-47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
8	Acquisitions and Relocations	By law, the State must pay market value for real property acquired. Market value is determined by an independent appraiser. Additional information about the property acquisition process is available on the Arizona Department of Transportation's Web site at <azdot.gov/business/RightofWay_Properties/booklets-and-manuals>.
9	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document						
<div><div>1</div><div><div><div><div>TELEPHONE CONVERSATION RECORD</div><div>SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div></div><div><table><tr><td>INCOMING CALL DATE: 5/17/13</td><td>INCOMING CALL TIME: 2:37 PM</td></tr><tr><td>CALLER: ANONYMOUS23</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div><div>CALLER REMARKS/QUESTIONS:</div><div>Yeah, I support the South Mountain Freeway, I think it would be great for the Phoenix metropolitan area. I think it would alleviate a lot of traffic through the city at rush hour. All good things. Thank you.</div></div></div></div></div></div>		INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 2:37 PM	CALLER: ANONYMOUS23	CALLER ADDRESS:	PHONE:	EMAIL:
INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 2:37 PM						
CALLER: ANONYMOUS23	CALLER ADDRESS:						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code

Comment Document

**From:** [Rusty Crerand](#)  
**To:** [ADOT](#)  
**Subject:** Envoy #1314144101 S. Mt.  
**Date:** Tuesday, May 21, 2013 2:22:20 PM  
**Attachments:** [image001.png](#)

This comment came to me through Envoy.

**5/21/2013 12:14:41 PM**

Hello: I am writing on behalf of my oppositions to the loop 202 freeway going through Pecos st. I am an ahwatukee resident and I am against the freeway being built on Pecos. South of Pecos would be fine. I live in lakewood on a lake and am concerned about the relocation of the wells as well as the increased noise and pollution. Home prices have taken a hit over the years and i am concerned.

**Rusty Crerand**  
**Constituent Services Officer**

206 S. 17<sup>th</sup> Ave.  
MD 118A Room 101  
Phoenix, AZ 85007  
602.712.7856

[dcrerand@azdot.gov](mailto:dcrerand@azdot.gov)

The logo for ADOT Communications, featuring the letters "ADOT" in a stylized, bold font with a green-to-blue gradient, and the word "Communications" in a smaller, black font below it.

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Code	Issue	Response
1	Alternatives, E1 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Alternatives, Gila River Indian Community Alignment	
3	Groundwater	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner would be compensated by drilling a new well according to state regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.)
4	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Air Quality	
6	Economics, Socioeconomics	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; “Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor”). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.



Code	Issue	Response
1	Public Involvement	<p>This study, which began in July 2001, is expected to be completed in 2014. During the study process, community members have had and will continue to have various opportunities to ask questions, express opinions, and provide comments about the proposed action.</p> <p>The Draft Environmental Impact Statement had a 90-day comment period—twice the duration that federal regulations require. A public hearing was held on May 21, 2013, at the Phoenix Convention Center from 10 a.m. to 8 p.m. where individuals provided comments for up to 3 minutes in front of a project team panel or provided comments with no specific time limit to a court reporter. Comment forms were available for written comment.</p> <p>At any time during the 90-day period, comments could be made using e-mail, phone, the project Web site, and by mail. Six additional community forums were held at locations within and in close proximity to the Study Area.</p>

Code

Comment Document

**TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 3:31 PM
CALLER: ANONYMOUS24	CALLER ADDRESS: 840 E. PURDUE, PHOENIX AZ 85020
PHONE:	EMAIL:

**CALLER REMARKS/QUESTIONS:**

Yes, I am a registered voter, elected PC and I am in favor of the freeway extension. Thank you.

1

Code	Issue	Response
1		Comment noted.

Code

Comment Document

**From:** [Mark](#)  
**To:** [Projects](#)  
**Subject:** Loop 202 South Mtn.  
**Date:** Thursday, June 06, 2013 3:43:49 PM

---

Build the Loop 202 South Mtn. Freeway. The traffic congestion on the I-10 through west Phoenix is intolerable. The traffic moves at a snails pace for much of the day and this freeway will take much of this traffic off the I-10. The traffic congestion is only going to get worse on the I-10 (if that is possible) over time if this segment of the 202 is not built. I feel the pain of the homeowners in the freeway corridor, but not enough to stop construction. Most were well aware of the future plans for their area before they purchased their property. They should be compensated for their property, but should not be allowed to stop the construction of the Loop 202 South Mtn.. Build the Loop 202 South Mtn. Freeway - the sooner the better. Thank you for this opportunity to give my input.

1

Code	Issue	Response
1	Acquisitions and Relocations	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<div><div><div><div><div></div><div>From: <a href="#">Mark</a></div><div>To: <a href="#">Projects</a></div><div>Subject: Pecos Road Loop 202 South Mtn.</div><div>Date: Thursday, June 06, 2013 3:34:06 PM</div></div></div><div></div></div></div> <div><div>1</div><div><p>Build the Loop 202 South Mtn. The traffic conditions on the I-10 in west Phoenix are intolerable. Traffic during most of the day moves at a crawl. Something has to be done to relieve this situation and I think building the Loop 202 South Mtn. will relieve much of this traffic congestion. Those people who bought and built in the freeway corridor should be compensated, but then should have no legal right to continue to stall freeway construction. Thank you for this opportunity to comment on the freeway project.</p></div></div>

Code	Issue	Response
1	Acquisitions and Relocations	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<div><div>LOOP 202 <i>South Mountain</i> Freeway Study</div><div>2013</div><div>Draft Environmental Impact Statement COMMENT FORM</div><div><p>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</p><p>ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.</p><p>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</p></div><div><p>It is helpful to ADOT to receive comments on:</p><ul style="list-style-type: none"><li>• A particular alternative, environmental impact assessment, and/or draft mitigation.</li><li>• Any information you feel is incomplete or incorrect.</li><li>• How the proposed action would affect you.</li></ul></div><div><p>Comments must be received or postmarked by July 24, 2013.</p><p><u>May 21, 2013</u></p><p><u>I have been a resident of Phoenix for over 18 years and have seen this city grow/sprawl with no overall strategic planning. What a shame for a city I really enjoy living in. This freeway is another project which will increase sprawl — cost tax payers over \$3 billion and affect so many communities in the name of progress. We will be no different than LA with its sprawl and countless billboards which are now, sadly, part of Phoenix landscape.</u></p><div><p>Optional</p><p>Name _____ Email _____</p><p>Address _____</p><p>City _____ State _____ Zip _____</p><p>Phone _____ Fax _____</p></div><p>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: <a href="mailto:projects@azdot.gov">projects@azdot.gov</a> or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</p><div><div>ADOT</div><div>U.S. Department of Transportation Federal Highway Administration</div><div>FOR MORE INFORMATION: <a href="http://azdot.gov/SouthMountainFreeway">azdot.gov/SouthMountainFreeway</a></div></div></div></div>

- 1
- 2
- 3

Code	Issue	Response
1	Neighborhoods/Communities	Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.
2	Construction	The proposed freeway would not cost \$3 billion as indicated by the commenter. The total budget for constructing the proposed freeway is \$1.9 billion, approved by the Maricopa Association of Governments Regional Council in May 2012. The cost estimates for the proposed freeway, as described beginning on page 3-59 of the Draft Environmental Impact Statement, were developed in accordance with accepted engineering practices by professional engineers. The project has been subject to multiple peer reviews of both the quantities and unit costs used in the estimate by the Arizona Department of Transportation, Federal Highway Administration, Maricopa Association of Governments, and their consultants. In each case, the estimate was found to be reasonable and accurate.
3	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Draft Environmental Impact Statement pages 4-16 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).





Code Comment Document

LOOP 202  
**South Mountain**  
 Freeway Study

## Draft Environmental Impact Statement

### COMMENT FORM

**Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.**

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

**It is helpful to ADOT to receive comments on:**

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

**Comments must be received or postmarked by July 24, 2013.**

*A world-class bike and hiking facility will need to be provided in order to get support from my community.*

#### Optional

Name \_\_\_\_\_ Email \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Fax \_\_\_\_\_

**Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: [projects@azdot.gov](mailto:projects@azdot.gov) or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007**

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

13-150

**ADOT**

U.S. Department of Transportation  
**Federal Highway**  
 Administration

**FOR MORE INFORMATION:**  
[azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)





Code	Comment Document
	<div><div><div><div>LOOP 202</div><div>South Mountain</div><div>Freeway Study</div></div><div>2013</div></div><div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div><div><div><div>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</div><div>ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.</div><div>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</div></div><div><div>It is helpful to ADOT to receive comments on:</div><div><ul style="list-style-type: none"><li>• A particular alternative, environmental impact assessment, and/or draft mitigation.</li><li>• Any information you feel is incomplete or incorrect.</li><li>• How the proposed action would affect you.</li></ul></div></div><div><div>Comments must be received or postmarked by July 24, 2013.</div><div><div>The Preferred Alternative will be a great addition to the system. Reduced emissions and reduced travel times by reduced traffic are big pluses +!</div><div>Please go forward with the Preferred Alt.</div></div><div><div>Optional</div><div><div>Name</div><div>Email</div></div><div><div>Address</div></div><div><div>City</div><div>State</div><div>Zip</div></div><div><div>Phone</div><div>Fax</div></div></div><div><div>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: <a href="mailto:projects@azdot.gov">projects@azdot.gov</a> or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</div></div><div><div>ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)</div><div><div>ADOT</div><div><div>U.S. Department of Transportation</div><div>Federal Highway Administration</div></div></div><div><div>FOR MORE INFORMATION:</div><div><a href="http://azdot.gov/SouthMountainFreeway">azdot.gov/SouthMountainFreeway</a></div></div></div></div></div></div>

Code	Issue	Response
1		Comment noted.

Code

Comment Document

**From:** [Rusty Crerand](#)  
**To:** [ADOT](#)  
**Subject:** South Mt. Freeway #1317455182  
**Date:** Monday, June 24, 2013 8:10:35 AM  
**Attachments:** [image001.png](#)

---

From Envoy:

6/23/2013 3:15:19 PM  
**Build the freeway! It has been delayed far to long.**

Thanks,

**Rusty Crerand**  
**Constituent Services Officer**

206 S. 17<sup>th</sup> Ave.  
MD 118A Room 101  
Phoenix, AZ 85007  
602.712.7856  
[dcrerand@azdot.gov](mailto:dcrerand@azdot.gov)

The logo for ADOT Communications. It features the letters "ADOT" in a bold, sans-serif font. The "A" is purple, "D" is green, "O" is blue, and "T" is red. Below "ADOT" is the word "Communications" in a smaller, black, sans-serif font. A thin horizontal line is positioned below the word "Communications".


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Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<div><div>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div><table><tr><td>INCOMING CALL DATE: 5/17/13</td><td>INCOMING CALL TIME: 4:50 PM</td></tr><tr><td>CALLER: ANONYMOUS</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div><b>CALLER REMARKS/QUESTIONS:</b> Hello, Hello. Oh crumb, cripe.</div></div>	INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 4:50 PM	CALLER: ANONYMOUS	CALLER ADDRESS:	PHONE:	EMAIL:
	INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 4:50 PM					
	CALLER: ANONYMOUS	CALLER ADDRESS:					
	PHONE:	EMAIL:					

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><div><div><div><div>LOOP 202</div><div>South Mountain</div><div>Freeway Study</div></div><div>2013</div></div><div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div></div><div><p>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</p><p>ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.</p><p>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</p></div><div><p>It is helpful to ADOT to receive comments on:</p><ul style="list-style-type: none"><li>• A particular alternative, environmental impact assessment, and/or draft mitigation.</li><li>• Any information you feel is incomplete or incorrect.</li><li>• How the proposed action would affect you.</li></ul></div><div><p>Comments must be received or postmarked by July 24, 2013.</p><p>Heavy traffic on 51st Avenue, Phoenix, is primarily due to semi-trailers avoiding I-10 through downtown Phoenix. This is more than a nuisance; it is a safety factor for pedestrian small vehicles, bikes, etc.</p><p>South Mountain must be built. It was needed 10 years ago, it is needed now. And it need will never be eliminated.</p></div><div><p>Optional</p><p>Name _____ Email _____</p><p>Address _____</p><p>City _____ State _____ Zip _____</p><p>Phone _____ Fax _____</p></div><div><p>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: <a href="mailto:projects@azdot.gov">projects@azdot.gov</a> or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</p></div><div><div>ADOT</div><div></div></div><div><p>FOR MORE INFORMATION: <a href="http://azdot.gov/SouthMountainFreeway">azdot.gov/SouthMountainFreeway</a></p></div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><p><b>From:</b> <a href="#">Projects</a> <b>To:</b> <a href="#">ADOT</a> <b>Subject:</b> FW: South Mountain Freeway - JUST DO IT!!!!!! <b>Date:</b> Monday, July 15, 2013 3:37:04 PM <b>Attachments:</b> <a href="#">image001.png</a></p><hr/><p>Thank you, <b>Matthew Eberhart</b> <b>Community Relations Officer</b> 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 <a href="#">azdot.gov</a> </p><hr/><p><b>From:</b> Reedphx@aol.com [mailto:Reedphx@aol.com] <b>Sent:</b> Monday, July 15, 2013 3:31 PM <b>To:</b> Projects <b>Subject:</b> South Mountain Freeway - JUST DO IT!!!!!!</p><hr/><p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p></div>

Code	Issue	Response
1		Comment noted.





Code	Comment Document
	<div><div><div><div><div></div><div></div></div><div><div><div><span></span></div><div><span></span></div></div></div><div><div><div><span></span></div><div><span></span></div></div></div><div><div><div><span></span></div><div><span></span></div></div></div></div></div><div><div><div><div><div><span></span></div><div><span></span></div></div><div><div><span></span></div><div><span></span></div></div></div><div><div><div><span></span></div><div><span></span></div></div><div><div><span></span></div><div><span></span></div></div></div></div></div><div><div><div><div><span></span></div><div><span></span></div></div><div><div><span></span></div><div><span></span></div></div></div><div><div><div><span></span></div><div><span></span></div></div><div><div><span></span></div><div><span></span></div></div></div></div></div> <div><div><div><div><span></span></div><div><span></span></div></div><div><div><span></span></div><div><span></span></div></div></div><div><div><div><span></span></div><div><span></span></div></div><div><div><span></span></div><div><span></span></div></div></div></div>

<



Code

Comment Document

**From:** [Projects](#)  
**To:** [ADOT](#)  
**Subject:** FW: SM Comment  
**Date:** Tuesday, July 16, 2013 3:57:41 PM

---

Thank you,  
**Felicia Beltran**  
**Senior Community Relations Officer**

1655 W Jackson St. MD 126F

Phoenix, AZ 85007

602-319-7709

[azdot.gov](http://azdot.gov)

The logo for ADOT Communications. It features the letters "ADOT" in a stylized, bold font. The "A" is purple, the "D" is green, and the "O" is blue. Below "ADOT" is the word "Communications" in a smaller, black, sans-serif font.

**From:** Thom [mailto:thoml@cox.net]  
**Sent:** Tuesday, July 16, 2013 3:51 PM  
**To:** Projects  
**Subject:**

Build the freeway  
Too many damn wrecks on the freeway going to Ahwatukee

---

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Code	Issue	Response
1		Comment noted.



Code	Comment Document	
1	Firstly build it already	Document Created: 7/21/2013 6:05:02 PM by Web Comment Form

Code	Issue	Response
1		Comment noted.



Code

Comment Document

**TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 4:33 PM
CALLER: ANONYMOUS32  PHONE:	CALLER ADDRESS: 4473 E. MOCKINGBIRD LANE, PARADISE VALLEY, AZ EMAIL:
<b>CALLER REMARKS/QUESTIONS:</b> I support the freeway.	

1

Code	Issue	Response
1		Comment noted.





Code Comment Document

**TELEPHONE CONVERSATION RECORD  
SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 4:41 PM
CALLER: ANONYMOUS33 [UNCLEAR] PHONE:	CALLER ADDRESS: [UNCLEAR] EMAIL:

**CALLER REMARKS/QUESTIONS:**

Hi, [unclear] I do support the freeway, the traffic is horrible. I go back and forth to Tucson and anything that would get rid of [unclear] that I experience every single week I support it and create jobs I think it would be great, thanks. [unclear]

Code	Issue	Response
1		Comment noted.



Code		Comment Document	
<b>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</b>			
INCOMING CALL DATE: 5/16/13		INCOMING CALL TIME: 5:24 PM	
CALLER: ANONYMOUS34		CALLER ADDRESS:	
PHONE:		EMAIL:	
<b>CALLER REMARKS/QUESTIONS:</b> Please get the South Mountain Freeway built – the sooner, the better. Thank you.			

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div><div><div></div><div>From:</div></div><div><div></div><div>To:</div></div></div><div><div><div></div><div>Subject:</div></div><div><div></div><div>Date:</div></div></div><div><div></div><div>OTTO Rocket Projects</div></div><div><div></div><div>No to building the South Mountain Freeway</div></div><div><div></div><div>Wednesday, July 24, 2013 2:22:49 PM</div></div></div></div> <div><div>ADOT,</div><div>I am writing this in opposition of constructing the Loop 202 Freeway down Pecos Rd and through the community of Ahwatukee. As a new resident to the state of AZ (just over a year) I was drawn to the outdoor lifestyle, weather, mountains, and parks. As I spent more and more time in Ahwatukee, I realized this was the community for my family and me.</div><div>As I have read more and researched details about the proposed highway I cannot believe that this is still being considered. For something that was planned years and years ago does not mean it applies to current times and population of the area. Yes I have read that people and organizations knew that the freeway was a possibility and built there anyway. So you're going to uproot hundreds of families, greatly decrease property values, and have houses and schools back straight up to the freeway? Let's not mention the new pollution that will be trapped between South Mountain and the Estrella range.</div><div>In a time where cities are restoring their parks and protecting their historical districts this project is going to blast a hole through our park? The largest municipal park in the United States? Phoenix will be a laughing stock. Is this worth ruining one of the most unique communities (worlds largest cul de sac) and a state park (yes it will ruin both) for a roadway we do not need or at the very most a convenience for a small number of commuters?</div><div>The money reserved for this project could be used for existing infrastructure that is more than adequate for current commuters. I have read that funds are lacking for maintenance and upkeep of existing roads and this money could be used to alleviate that situation.</div><div>Please do the sensible thing and re purpose these funds to fix current infrastructure, do not write off Ahwatukee, the GRIC, and South Mountain to build this unnecessary roadway.</div><div>Thank you,</div><div>Concerned Resident</div></div>

Code	Issue	Response
1	Alternatives, E1 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Purpose and Need, Old Plan or Use of Old Data	
3	Neighborhoods/ Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
4	Economics, Socioeconomics	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; “Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor”). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
5	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Air Quality	According to the Arizona Department of Transportation, 2013, <i>Air Quality Assessment South Mountain Freeway 202L Draft Report</i> , review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.
7	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document

Code	Issue	Response
8	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Draft Environmental Impact Statement pages 4-16 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
9	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
10	Purpose and Need	The proposed project is part of the <i>Regional Transportation Plan</i> for the Maricopa County region. In 2004, the voters of Maricopa County approved the <i>Regional Transportation Plan</i> and the extension of a half-cent sales tax to fund the projects. The funding for the right-of-way acquisition and construction of the proposed project would come from a combination of Federal (National Highway Performance Program) and County (half-cent sales tax, also known as Regional Area Road Funds) sources. Use of these funds for construction of the proposed freeway would not affect available funds for statewide projects nor would not constructing this facility make additional funds available for other statewide projects.

Code	Comment Document						
	<div><div>1</div><div><div><div><div>TELEPHONE CONVERSATION RECORD</div><div>SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div></div><table><tr><td>INCOMING CALL DATE: 5/19/13</td><td>INCOMING CALL TIME: 4:57 PM</td></tr><tr><td>CALLER: ANONYMOUS35</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div><div>CALLER REMARKS/QUESTIONS:</div><div>Well, after you gave me all the things in Spanish and English you didn't...it went blank so I finally pushed a button to talk to somebody. I'm for the freeway but your survey stinks. You give us all this information but you hang us dry and we can't respond, so now I'm trying to respond and I think your freeway is good and I think it would help the economy, it would help the traffic situation and so on. But you don't give out this long dissertation what your project is and then you left us all just hanging dry. There is no way of talking, so that's how I finally pushed the speed dial, or whatever I pushed and I got this far. So anyway, I'm for the freeway. I live in north Phoenix and you need to change your menu 'cause people will just hang up on you. Thank you bye.</div></div></div></div></div>	INCOMING CALL DATE: 5/19/13	INCOMING CALL TIME: 4:57 PM	CALLER: ANONYMOUS35	CALLER ADDRESS:	PHONE:	EMAIL:
INCOMING CALL DATE: 5/19/13	INCOMING CALL TIME: 4:57 PM						
CALLER: ANONYMOUS35	CALLER ADDRESS:						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.



Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div><div>6</div><div>7</div><div>8</div><div>9</div><div>4</div></div><div><div><div>From: <a href="mailto:epr1474@cox.net">epr1474@cox.net</a></div><div>To: <a href="#">Projects</a></div><div>Subject: freeway</div><div>Date: Wednesday, July 24, 2013 9:09:36 PM</div></div></div></div>
	<p>We all know that this will be a TRUCK ROUTE to bypass downtown which will include all hazardous materials ! I look south of pecos and see only desert but you want to tear down houses , a church &amp; build next to a school. Why can't you at least put on land just south of pecos, which will keep from taking down structures. The best would be to move it out closer to riggs road. If built on pecos traffic would be a nightmare during construction chandler blvd could not handle it all &amp; there is no road besides pecos to foothills reserve where I live. There would also be a lot of pollution for years while being built , with everyone using surface streets, stop lights/stop signs etc. There would be a lot of traffic going next to a lot of schools ,since all streets would be very busy &amp; schools are on main side streets. Please talk to indians on res. &amp; put just south of pecos at the very least would save \$\$ time &amp; prevent traffic congestion . Thanks, Ahwatukee resident since 1978</p>

Code	Issue	Response
1	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Hazardous Materials	
3	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
4	Alternatives, E1 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Alternatives, Gila River Indian Community Alignment	
6	Alternatives	A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). Nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The <i>Regional Transportation Plan</i> identifies the proposed South Mountain Freeway as a critical link in the Regional Freeway and Highway System. The Riggs Road Alternative would not complete the Phoenix metropolitan area's loop system as part of State Route 202L, thereby causing substantial out-of-direction travel for motorists. Therefore, the Riggs Road Alternative would not meet the project's purpose and need criteria and was eliminated from further study.
7	Traffic	<p>The freeway construction staging plan for the area along Pecos Road would allow for keeping east-west travel open during construction. One side of the freeway would be constructed while traffic remained on Pecos Road. When complete, traffic would be shifted from Pecos Road to the new freeway. At that time, the other side of the freeway would be built. Therefore, traffic would be able to continue to operate as it currently does during construction. However, temporary detours may be needed during construction. (See Draft Environmental Impact Statement page 3-27.)</p> <p>In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the freeway on the local street system. The City study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 in the Final Environmental Impact Statement).</p>

Code	Comment Document

Code	Issue	Response
8	Safety and Health	To reduce the amount of construction dust generated, particulate control measures related to construction activities must be followed. The following mitigation measures would be followed, when applicable, in accordance with the most recently accepted version of the Arizona Department of Transportation <i>Standard Specifications for Road and Bridge Construction</i> (2008). Prior to construction and in accordance with Maricopa County Rule 310, Fugitive Dust Ordinance, the contractor shall obtain an approved dust permit from Maricopa County Air Quality Department for all phases of the proposed action. The permit describes measures to be taken to control and regulate air pollutant emissions during construction (see page 4-173 of the Final Environmental Impact Statement).
9	Construction	Although the overall duration for constructing the proposed project would be about 5 years, construction duration in any one area would take roughly 18 months, not years.





Code	Comment Document
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(Comment codes begin on next page)

Code	Issue	Response

Code	Comment Document
1	I am commenting as a concerned citizen and not as a representative of any organization. In discussing the proposed freeway’s impact on South Mountain, ADOT Spokesperson Tim Tait has said the following: "You can’t build a freeway without some sort of consequence ...." That's true, but the statement fails to distinguish between acceptable consequences and unacceptable ones. If we allow the world's largest municipal park to be violated by a freeway, Phoenix may become the world's largest municipal laughing stock. If we absolutely must have this freeway, then another route must be found. Nevertheless, it's unclear if this freeway is needed at all. After reading the entire report, I believe it is based on out-of-date assumptions and faulty reasoning.
2	
3	<p>Starting with the issue of induced demand, I quote from the draft: "The purpose of the proposed action is not to promote economic development but to respond to a growing need for additional transportation capacity as a result of regional growth occurring now and as projected. Therefore, the action alternatives are not expected to contribute to induced growth in the region."</p> <p>That wording is astonishing. The claim being made in the passage above can be compared to going to the doctor, telling him or her that you eat nothing but bacon, but that you don't expect any negative impact on your health because you aren't eating bacon with the intent of hurting your health. If only we could simply wish away the unintended consequences of our actions. The more likely outcome is that this freeway will provide short term relief but then induce more traffic.</p> <p>Contrary to the claims made in the report, induced demand happens routinely as a result of road building, even when transportation demand exceeds supply. The induced traffic may not come primarily from the Laveen and Ahwatukee neighborhoods linked by the proposed freeway, but instead from more far-flung suburban regions that become more appealing when a commute that had been previously unthinkable suddenly becomes “not so bad.” Is it really in the best interests of the metropolitan area to enable daily drives between Buckeye and Queen Creek, for example?</p> <p>Supporters of the South Mountain Freeway claim that construction of this road will bring economic development to Laveen. While a freeway is likely to bring construction projects and real estate investment to the area, the most likely result will be inefficient, unsustainable job sprawl instead of a strong local economy. The idea of decentralized employment has been pursued for years, most notably in Phoenix’s urban village concept, and its failure is evident in the long suburb-to-suburb commutes that have resulted.</p> <p>Because contemporary labor markets are so specialized, few job seekers find work in their particular professional niches close to home. Instead, the jobs in one suburb are often filled not by nearby residents, but instead by people commuting long distances in single-occupant motor vehicles from another suburb miles away. Even if one is lucky enough to find work close to home, job transfers and office relocations are such a frequent occurrence that the congruence of residence and workplace can disappear with little notice. Likewise, even someone employed close to home may find his or her spouse, domestic companion, or adult child traveling a long distance to find employment in his or her area of specialized area of expertise.</p> <p>For all those reasons, a far better scenario is not a freeway connecting two suburban</p>

Code	Issue	Response
1	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Purpose and Need, Lack of Support	
3	Neighborhoods/Communities	Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.

Code	Comment Document
4	<p>neighborhoods and encouraging unproductive land use, but instead enriching those areas with the best possible rail and bus links to existing employment centers. Unfortunately, the draft report dismisses these options with insufficient consideration. Chapter 3 notes that no planned rail lines will serve the territory connected by the proposed freeway, but doesn't even contemplate that additional rail lines beyond those currently planned could be added.</p> <p>That's quite an omission considering how many times the map of planned light rail extensions has been revised since the passage of Proposition 400 in 2004. The original map did not envision light rail in South Phoenix, but a line to that part of town is now being studied. A second phase extending that line to Laveen might be feasible. While the study acknowledges that other modes of transport could be added in the future, relegating non-automotive modes to a wish list is not responsible planning. The time to look at those alternatives in depth is now, before any park land is sacrificed for a freeway.</p> <p>Similarly, the report considers each mode of transport in isolation without appropriate attention to the possibilities that an appropriate mixture of modes might present. Could the proposed freeway be built as a parkway with a smaller footprint? The study claims that would not fulfill transportation needs by itself, but doesn't address the possibility of a parkway combined with investments in public transit as a more balanced approach to regional transportation needs.</p> <p>A strategy that does not rely exclusively on automotive travel would be in line with shifting demographic realities, ones that were ignored if the draft EIS. Since 2005, the date from which most projections in the report are extrapolated, there has been a substantial downturn in driving and car ownership, particularly by young adults. Quoting from the U.S. Public Interest Research Group's May 2013 report, "The Millennial generation is leading the change in transportation trends. 16 to 34-year-olds drove a whopping 23 percent fewer miles on average in 2009 than in 2001— the greatest decline in driving of any age group." Why then assume that patterns that held prior to 2005 will inevitably be repeated over the next few decades?</p> <p>Of course, one might argue that a reduction in driving could offset the induced traffic mentioned earlier in these comments. That optimal balance between opposing forces would come about only with extraordinarily good fortune. Instead of relying on luck, why not reinforce the positive trend toward diminished driving instead of building roads that might have a contrary effect of inducing traffic? In addition, why spend substantial amounts of money on a freeway that may not be needed when it is clear that increasing numbers of Americans want to see more investment in public transit, along with bicycling and pedestrian infrastructure.</p> <p>In light of all these considerations, the only logical conclusion is that the draft report relies on outmoded data and assumptions to forecast growth in vehicle miles traveled, and it casually dismisses non-automotive modes of travel that might meet transportation demand, either by themselves or in conjunction with a smaller road project. Even if ADOT's VMT projections are accurate, it likely the freeway will only worsen the problem due to induced demand. Don't destroy part of South Mountain on the basis of such insufficient justification. Please rethink this report and the freeway it advocates.</p>

Code	Issue	Response
4	Alternatives, Nonfreeway Alternatives	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Alternatives	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No-Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the <i>Regional Transportation Plan</i> and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
6	Alternatives	In the best-case scenario, a parkway would carry approximately 105,000 vehicles per day, well below the average daily traffic on the proposed freeway, which would range from 117,000 to 190,000 vehicles per day (see Final Environmental Impact Statement page 3-19). As a result, the Arizona Parkway would lack sufficient capacity to meet projected travel demand. The Arizona Parkway would not adequately address the projected transportation system capacity deficiency, would not remove a sufficient amount of traffic from arterial streets, and, therefore, would not meet the project's purpose and need. For these reasons, the Arizona Parkway was eliminated from further consideration.



Code	Comment Document

Code	Issue	Response
7	Traffic	<p>The historical growth in the Maricopa County region is discussed in the Draft Environmental Impact Statement beginning on page 1-5. The critical factors such as available land, mild climate, affordable cost of living, and employment opportunities that led to the historical growth rates in the region remain unchanged.</p> <p>The comment relies heavily on national trends for travel; however the local conditions and setting of the Phoenix metropolitan area are not consistent with areas of high-density cities in other parts of the country. In Maricopa County, daily vehicle miles traveled levels increased by almost 2 percent between 2011 and 2012 and the 2012 daily vehicle miles traveled is approaching the prerecession peak in 2007. (<i>Source:</i> Arizona Department of Transportation Multimodal Planning Division Highway Performance Monitoring System Data for the Calendar Year 2012 and 2011).</p> <p>Even if the trend of vehicle miles traveled “per capita” decreasing continues, the total vehicle miles traveled in the region would still increase along with increases in total population.</p> <p>A critical factor not acknowledged in the comment is that the proposed project is needed today. Details of this need are presented in the Final Environmental Impact Statement beginning on page 1-13. While new projections based on the 2010 Census and emerging national trends may show a lower anticipated population and vehicle miles traveled in 2035 than the previous projections, the need for the freeway has not changed.</p> <p>The Maricopa Association of Governments approved new population, employment, housing, and traffic projections in June 2013. The new data are presented in the Final Environmental Impact Statement beginning on page 1-11. The purpose and need and analysis of alternatives were updated and reevaluated using these new socioeconomic projections and corresponding projections related to regional traffic. While new projections based on the 2010 Census showed a lower anticipated population and vehicle miles traveled in 2035 than the previous projections, the conclusions reached in the Draft Environmental Impact Statement were validated in the Final Environmental Impact Statement (see Chapter 3, <i>Alternatives</i>). The traffic analysis demonstrated that the proposed project is needed today and will continue to be needed into the future.</p>

Code

Comment Document

1

TELEPHONE CONVERSATION RECORD  
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 4:27 PM
CALLER: ANONYMOUS38	CALLER ADDRESS:
PHONE:	EMAIL:
<b>CALLER REMARKS/QUESTIONS:</b> Yes, if nothing else, it would take the heavy 18-wheeler truck traffic out of the middle of the street and if you could get that done as quick as possible we would appreciate it because we need to get more flow of people coming home from work and all that stuff and all those trucks are throwing rocks and taking up so much room anyway. Thanks very much for the call and I appreciate it, bye bye.	

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<div><div>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div><table><tr><td>INCOMING CALL DATE: 5/20/13</td><td>INCOMING CALL TIME: 2:15 PM</td></tr><tr><td>CALLER: ANONYMOUS39</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div><b>CALLER REMARKS/QUESTIONS:</b> I support the passage.</div></div>	INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 2:15 PM	CALLER: ANONYMOUS39	CALLER ADDRESS:	PHONE:	EMAIL:
	INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 2:15 PM					
	CALLER: ANONYMOUS39	CALLER ADDRESS:					
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Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<div><div>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div><table><tr><td>INCOMING CALL DATE: 5/20/13</td><td>INCOMING CALL TIME: 2:15 PM</td></tr><tr><td>CALLER: ANONYMOUS40</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div><b>CALLER REMARKS/QUESTIONS:</b> I support the freeway. I support it, support it, support it.</div></div>	INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 2:15 PM	CALLER: ANONYMOUS40	CALLER ADDRESS:	PHONE:	EMAIL:
	INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 2:15 PM					
	CALLER: ANONYMOUS40	CALLER ADDRESS:					
	PHONE:	EMAIL:					

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div>Document Created: 7/24/2013 6:13:43 PM by Web Comment Form</div> <div><div>1</div><div>2</div><div>3</div></div> <div><p>The draft ESI did not take into consideration that the freeway will be within several hundred meters of several schools including gradeshcools. The freeway will be right next to these shcools and the playgrounds of these schools. The study did not accuratley are adequately study or address the harmful and permanent damage that freeway pollution has on human lungs especially gradeschool children whose lungs are developing.</p><p>The study did not include or reference completed scientific studies which have shown and proven the long term health effects of freeway pollution on human lungs especially gradeshcool age children who will be spending 8 hours a day 5 days a week breathing the smog from the freeway. Leaving out these scientific studies and only referencing studies that are not complete is gross negligence and incompetency bordering on fraud to blindly support a freeway which has been poorly planned.</p><p>The freeway does not belong at this location.</p></div>

Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Health Effects	
3	Air Quality	<p>The Draft and Final Environmental Impact Statements present information and analysis about the proposed action and the enhanced conditions when compared against the No-Action Alternative and would not cause significant adverse effects. The Federal Highway Administration and Arizona Department of Transportation Draft and Final Environmental Impact Statements account for the potential effects when considering both adverse and beneficial impacts. The Draft and Final Environmental Impact Statements provide in-depth discussion of potential air quality impacts of the proposed alternatives.</p> <p>The carbon monoxide analysis presented on page 4-65 of the Draft Environmental Impact Statement and updated on page 4-75 of the Final Environmental Impact Statement represents projected carbon monoxide concentrations along the project corridor, including those proposed interchange locations along the South Mountain Freeway corridor. The Arizona Department of Transportation also conducted a quantitative particulate matter (PM<sub>10</sub>) hot-spot analysis that is discussed on page 4-76 of the Final Environmental Impact Statement. Both of these analyses demonstrate that the health-based National</p> <p>Ambient Air Quality Standards for carbon monoxide and particulate matter (PM<sub>10</sub>) would not be exceeded at worst-case locations along the project corridor.</p> <p>The emission modeling developed for the proposed action showed that for the mobile source air toxics study area, there would be little difference in total annual emissions of mobile source air toxics emissions between the Preferred and No-Action Alternatives (less than a 1 percent difference) in 2025 and 2035. With the Preferred Alternative in 2035, modeled mobile source air toxics emissions would decrease by 57 percent to more than 90 percent, depending on the pollutant, despite a 47 percent increase in vehicle miles traveled in the Study Area compared with 2012 conditions (see discussion beginning on page 4-77 of the Final Environmental Impact Statement).</p> <p>The carbon monoxide and particulate matter (PM<sub>10</sub>) analyses demonstrated that the proposed freeway would not contribute to any new localized violations, increase the frequency or severity of any existing violation, or delay timely attainment of the National Ambient Air Quality Standards or any required interim emissions reductions or other milestones.</p>

Code

Comment Document

**TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

INCOMING CALL DATE: 6/10/13	INCOMING CALL TIME: 1:42 PM
CALLER: ANONYMOUS43	CALLER ADDRESS:
PHONE:	EMAIL:

**CALLER REMARKS/QUESTIONS:**

I do not support the building of 202 South Mountain Freeway. It may reduce traffic but it will increase fuel emissions and I believe our tax dollars should be used instead to develop better public transportation systems instead of more highways. Thank you.

1

2

Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Alternatives, Nonfreeway Alternatives	







Code	Comment Document						
1	<div><div>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div><table><tr><td>INCOMING CALL DATE: 6/12/13</td><td>INCOMING CALL TIME: 5:51 PM</td></tr><tr><td>CALLER: ANONYMOUS46</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div><b>CALLER REMARKS/QUESTIONS:</b> I support the freeway.</div></div>	INCOMING CALL DATE: 6/12/13	INCOMING CALL TIME: 5:51 PM	CALLER: ANONYMOUS46	CALLER ADDRESS:	PHONE:	EMAIL:
	INCOMING CALL DATE: 6/12/13	INCOMING CALL TIME: 5:51 PM					
	CALLER: ANONYMOUS46	CALLER ADDRESS:					
	PHONE:	EMAIL:					

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
	<div><div><div>1</div><div>2</div><div>345</div></div><div><div><div><div>TELEPHONE CONVERSATION RECORD</div><div>SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div></div><table><tr><td>INCOMING CALL DATE: 6/13/13</td><td>INCOMING CALL TIME: 1:02 PM</td></tr><tr><td>CALLER ANONYMOUS47</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div><div><div>CALLER REMARKS/QUESTIONS:</div><div><p>I live in the Laveen area. We do not want the South Mountain Freeway in our backyard, I'll guarantee you that. It will only create more issues for our wonderful little village that has been ruined by all the growth. And a freeway through our backyard is only going to ruin it even more so. We are a village not a city. This freeway would only make more sense to go out to 91<sup>st</sup> or 99<sup>th</sup> Avenue, where it goes into the industrial area, it goes into businesses, not through peoples lives, not through our backyards. We don't want it and I will do everything in my power to oppose it and have others who feel the same way stand up for our rights. We don't want it.</p><p>Crime rates have gone up in Laveen and the outlying area. As I sit today and watch the news there is another homicide in Laveen. Bringing in freeways brings in crime, brings in pollution, brings in noise pollution, creates a lot of bad problems and we don't want them. We want to live in peace, it's something we just don't need here. Go to 99<sup>th</sup> or 91<sup>st</sup> Avenue, don't ruin our lives.</p></div></div></div></div></div></div>	INCOMING CALL DATE: 6/13/13	INCOMING CALL TIME: 1:02 PM	CALLER ANONYMOUS47	CALLER ADDRESS:	PHONE:	EMAIL:
INCOMING CALL DATE: 6/13/13	INCOMING CALL TIME: 1:02 PM						
CALLER ANONYMOUS47	CALLER ADDRESS:						
PHONE:	EMAIL:						

Code	Issue	Response
1	Neighborhoods/ Communities	The Laveen Village area is anticipated to have a built-out population of over 105,000 (see Final Environmental Impact Statement page 4-5). This proposed level of development places increasing demand on the road network. The City of Phoenix's General Plan for Laveen Village has designated areas along the proposed freeway for commercial development that cannot support the projected densities without implementation of the proposed freeway. Without the proposed freeway, the conversion of land from undeveloped and agricultural uses to residential, commercial, and industrial land uses would likely continue, placing a greater demand on surface streets (see Final Environmental Impact Statement page 4-14).
2	Alternatives, W59 Alternative Versus W101 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Neighborhoods/ Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
4	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Air Quality	



Code

Comment Document

1

TELEPHONE CONVERSATION RECORD

SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 6/14/13	INCOMING CALL TIME: 1:25 PM
CALLER: ANONYMOUS 49	CALLER ADDRESS:
PHONE:	EMAIL:
<div><div>CALLER REMARKS/QUESTIONS:</div><div>I support the freeway. Bye</div></div>	

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<div><div><div><div>TELEPHONE CONVERSATION RECORD</div><div>SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div></div><table><tr><td>INCOMING CALL DATE: 6/14/13</td><td>INCOMING CALL TIME: 3:08 PM</td></tr><tr><td>CALLER: ANONYMOUS 50</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div><div>CALLER REMARKS/QUESTIONS:</div><div>Hi, South Mountain? Yeah I think you must either tie it in to the 101 Aqua Fria freeway or take it over to even the 303 and connect it there. Or even earlier across to Buckeye or even 85. Thank you.</div></div></div></div>	INCOMING CALL DATE: 6/14/13	INCOMING CALL TIME: 3:08 PM	CALLER: ANONYMOUS 50	CALLER ADDRESS:	PHONE:	EMAIL:
INCOMING CALL DATE: 6/14/13	INCOMING CALL TIME: 3:08 PM						
CALLER: ANONYMOUS 50	CALLER ADDRESS:						
PHONE:	EMAIL:						

Code	Issue	Response
1	Alternatives, W59 Alternative Versus W101 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code

Comment Document

**TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

INCOMING CALL DATE: 6/15/13	INCOMING CALL TIME: 9:53 AM
CALLER: ANONYMOUS 52	CALLER ADDRESS: 9533 W. CALICO DRIVE, SUN CITY, ARIZONA
PHONE:	EMAIL:
<b>CALLER REMARKS/QUESTIONS:</b> I support the freeway, 100%. Once again I support it 100%. I wish it was in today. Thank you. Goodbye.	

Code	Issue	Response
1		Comment noted.



Code

Comment Document

**TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

INCOMING CALL DATE: 6/15/13	INCOMING CALL TIME: 12:34 PM
CALLER: ANONYMOUS 54	CALLER ADDRESS:
PHONE:	EMAIL:
<b>CALLER REMARKS/QUESTIONS:</b> Please support the freeway. Thank you.	

Code	Issue	Response
1		Comment noted.





Code

Comment Document

1

TELEPHONE CONVERSATION RECORD

SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 5:59 PM
CALLER: ANONYMOUS41	CALLER ADDRESS: [UNCLEAR], GILBERT, AZ
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

Please build the Freeway. We need it to go to the west valley. Thank you.

Code	Issue	Response
1		Comment noted.



Code	Comment Document						
1	<div><div>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div><table><tr><td>INCOMING CALL DATE: 5/18/13</td><td>INCOMING CALL TIME: 2:52 PM</td></tr><tr><td>CALLER: ANONYMOUS</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div><b>CALLER REMARKS/QUESTIONS:</b> Please, I support the South Mountain Freeway.</div></div>	INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 2:52 PM	CALLER: ANONYMOUS	CALLER ADDRESS:	PHONE:	EMAIL:
	INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 2:52 PM					
	CALLER: ANONYMOUS	CALLER ADDRESS:					
	PHONE:	EMAIL:					

Code	Issue	Response
1		Comment noted.



Code	Comment Document						
<div><div>1</div><div><div><div><div>TELEPHONE CONVERSATION RECORD</div><div>SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div></div><div><table><tr><td>INCOMING CALL DATE: 6/14/13</td><td>INCOMING CALL TIME: 3:48 PM</td></tr><tr><td>CALLER: ANONYMOUS 51</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div><div>CALLER REMARKS/QUESTIONS:</div><div>Yes, I agree with that South Mountain freeway. I think it would be a great thing. Thank you.</div></div></div></div></div></div>		INCOMING CALL DATE: 6/14/13	INCOMING CALL TIME: 3:48 PM	CALLER: ANONYMOUS 51	CALLER ADDRESS:	PHONE:	EMAIL:
INCOMING CALL DATE: 6/14/13	INCOMING CALL TIME: 3:48 PM						
CALLER: ANONYMOUS 51	CALLER ADDRESS:						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<div><div>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div><table><tr><td>INCOMING CALL DATE: 5/17/13</td><td>INCOMING CALL TIME: 5:07 PM</td></tr><tr><td>CALLER: ANONYMOUS</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div><b>CALLER REMARKS/QUESTIONS:</b> I support the building of the freeway.</div></div>	INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 5:07 PM	CALLER: ANONYMOUS	CALLER ADDRESS:	PHONE:	EMAIL:
	INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 5:07 PM					
	CALLER: ANONYMOUS	CALLER ADDRESS:					
	PHONE:	EMAIL:					

Code	Issue	Response
1		Comment noted.

Code

Comment Document

**TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 9:48 AM
CALLER: ANONYMOUS	CALLER ADDRESS:
PHONE:	EMAIL:
<b>CALLER REMARKS/QUESTIONS:</b> I support the South Mountain freeway. We need it, we need the money, we need the jobs.	

Code	Issue	Response
1		Comment noted.





Code	Comment Document						
1	<div><div>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div><table><tr><td>INCOMING CALL DATE: 7/23/13</td><td>INCOMING CALL TIME: 11:08 AM</td></tr><tr><td>CALLER: ANONYMOUS</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div><b>CALLER REMARKS/QUESTIONS:</b> I am in favor of the freeway.</div></div>	INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 11:08 AM	CALLER: ANONYMOUS	CALLER ADDRESS:	PHONE:	EMAIL:
	INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 11:08 AM					
	CALLER: ANONYMOUS	CALLER ADDRESS:					
	PHONE:	EMAIL:					

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<div><div>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div><table><tr><td>INCOMING CALL DATE: 7/23/13</td><td>INCOMING CALL TIME: 2:00 PM</td></tr><tr><td>CALLER: ANONYMOUS</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div><b>CALLER REMARKS/QUESTIONS:</b> I'm very much in favor of that freeway around the south side. Thank you very kindly, I think it's good for the city. Bye.</div></div>	INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 2:00 PM	CALLER: ANONYMOUS	CALLER ADDRESS:	PHONE:	EMAIL:
	INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 2:00 PM					
	CALLER: ANONYMOUS	CALLER ADDRESS:					
	PHONE:	EMAIL:					

Code	Issue	Response
1		Comment noted.

Code

Comment Document

**TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 2:35 PM
CALLER: ANONYMOUS	CALLER ADDRESS:
PHONE:	EMAIL:

**CALLER REMARKS/QUESTIONS:**

Yes, I support the South Mountain freeway, thank you. Goodbye.

1

Code	Issue	Response
1		Comment noted.





Code	Comment Document						
1	<p><b>TELEPHONE CONVERSATION RECORD</b> <b>SOUTH MOUNTAIN FREEWAY INFORMATION LINE</b></p> <table><tr><td>INCOMING CALL DATE: 7/24/13</td><td>INCOMING CALL TIME: 11:39 AM</td></tr><tr><td>CALLER: ANONYMOUS</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table> <p><b>CALLER REMARKS/QUESTIONS:</b> Please build the freeway. It will greatly improve the economy of Phoenix, Arizona. Thank you.</p>	INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 11:39 AM	CALLER: ANONYMOUS	CALLER ADDRESS:	PHONE:	EMAIL:
	INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 11:39 AM					
	CALLER: ANONYMOUS	CALLER ADDRESS:					
	PHONE:	EMAIL:					

Code	Issue	Response
1		Comment noted.

Code

Comment Document

1

TELEPHONE CONVERSATION RECORD

SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 12:15 PM
CALLER: ANONYMOUS	CALLER ADDRESS:
PHONE:	EMAIL:
<div><div>CALLER REMARKS/QUESTIONS:</div><div>I'm in favor of the South Mountain freeway. Thank you.</div></div>	

Code	Issue	Response
1		Comment noted.





Code	Comment Document						
1	<div><div>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div><table><tr><td>INCOMING CALL DATE: 7/24/13</td><td>INCOMING CALL TIME: 2:19 PM</td></tr><tr><td>CALLER: ANONYMOUS</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div><b>CALLER REMARKS/QUESTIONS:</b> I support the South Mountain Freeway.</div></div>	INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 2:19 PM	CALLER: ANONYMOUS	CALLER ADDRESS:	PHONE:	EMAIL:
	INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 2:19 PM					
	CALLER: ANONYMOUS	CALLER ADDRESS:					
	PHONE:	EMAIL:					

Code	Issue	Response
1		Comment noted.



**CITIZEN COMMENTS RECEIVED AFTER COMMENT DEADLINE**



Code	Comment Document						
1	<b>SOUTH MOUNTAIN FREEWAY HOTLINE</b>						
	<table><tr><td>INCOMING CALL/COMMENT DATE: 10/16/13</td><td>INCOMING CALL/COMMENT TIME:</td></tr><tr><td>CALLER: Chad</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE: 480.435.0623</td><td>EMAIL:</td></tr></table>	INCOMING CALL/COMMENT DATE: 10/16/13	INCOMING CALL/COMMENT TIME:	CALLER: Chad	CALLER ADDRESS:	PHONE: 480.435.0623	EMAIL:
	INCOMING CALL/COMMENT DATE: 10/16/13	INCOMING CALL/COMMENT TIME:					
	CALLER: Chad	CALLER ADDRESS:					
	PHONE: 480.435.0623	EMAIL:					
<b>COMMENTS REMARKS/QUESTIONS:</b>							
Information on the Loop 202							

Code	Issue	Response
1		Comment noted.



Code	Comment Document
	<p>kinds of unhealthy chemical additives in just about every product sold will do the job. But don't get too gleeful about that yet. We are survivors. Your settlers upstream helped themselves to our life giving river water and then the Coolidge Dam was constructed and it took the rest. The Gila River went dry. Giant cottonwood trees dried up and fell every which way like giant white toothpicks lying motionless like dead bones waiting for time and the hot desert wind to erase the evidence that they ever existed. Cries of babies were heard throughout the land. The once plentiful sweet melons and crops were gone, game perished or left. Children were hungry. Mothers cooed, "Hush" as they rocked them to sleep.</p> <p>The gracious government with all its cruel power was going to herd us off to the far away land of Oklahoma, but our Chief Azure out-maneuvered them. Not with bows and arrows, but with diplomacy. Our people were spared the tragedy of "The Long Walk" the Navajos called their experience. And the Cherokees called theirs, "The Trail of Tears." We temporarily escaped that grievous trial. The government's Relocation Program we did not escape, but many came back home. We survived. We are still here and so you will have to deal with us today. We are going nowhere.</p> <p>Dawes Act gave away; or "sold" to white settlers 90 million of the 140 million acres of tribal lands granted for Indian reservation. They took back what they promised! Have you no shame? I guess not if you have no integrity to begin with. In Docket 228 this same federal government gave 6 million dollars to three tribes, Gila River, Salt River and Ak Chin for lands taken by Americans in settling Arizona. That computed at 25 cents an acre. You settlers have taken enough of our lands for little or nothing, this "the buy low, sell high," business tactic that made this country an economic wonder was used on us. You got 90 million acres for nothing, sold it for \$1.25 an acre and collect taxes from cattle ranches, etc. up to this day. We migrated here some time, somehow, for whatever reason, but the fact is that we were here first. That is why we call it our land. Furthermore, we displaced no one. Not even the wildlife that was here. We did not pollute the water or the air. We lived in harmony with Nature.</p> <p>We rescued and took care of your ancestors on their way to California, the</p>

Code	Issue	Response



Code	Comment Document
	<div><p>same as the natives on the East Coast rescued and took care of the remnant Pilgrims from across the ocean. We likewise also accommodated the U.S. Calvary in various ways mostly with supplies of food. There is a story of a Calvary officer who came to a Maricopa village, asking to purchase food. The Maricopa Chief said, “Food is to eat, not to sell. Take what you need.” The officer told the Maricopa Chief that it was only right to pay for the supplies. The Chief replied, “If you want to pay for the food and have money than alright, but if you had come to us and had no money it would have been our pleasure to give to you.”</p><p>Our people were kind, generous, and compassionate. But we were dealing with foreigners very different from us. And it did not take long to learn that. Now we are not going to take care of your present day settlers, getting them to the west side of Phoenix at their convenience. They knew when they got their jobs and decided to live however far away from their jobs that time spent and transportation to and fro was going to be a major problem. You made the decision now live with it. The problems we have today are the result of the decisions we made yesterday.</p><p>Do not demand that we bail you out. Enough is enough. Grow up and take care of yourselves. Should you insist on pursuing the construction of the proposed extension of your 202 Freeway, expect a legal battle in court. You already got Interstate I-10. We are not going away and we are not going to roll over and play dead. You had other avenues earlier and failed to act, saying, you had other priorities.</p><p>A copy of this correspondence will be forwarded to President Obama and Vice President Biden, the Department of the Interior, the Senate and the House of Representatives, because they have trust responsibility over Indian Nations.</p></div>

Code	Issue	Response

Code		Comment Document	
<b>SOUTH MOUNTAIN FREEWAY HOTLINE</b>			
INCOMING CALL/COMMENT DATE: 10/16/13		INCOMING CALL/COMMENT TIME:	
CALLER: Cheri		CALLER ADDRESS:	
PHONE: 480.406.4622		EMAIL:	
<b>COMMENTS/REMARKS/QUESTIONS:</b> <div> <div>1</div> <p>Want to know when the Loop 202 will start to take homes. There was no meeting dates on the website.</p> </div>			

Code	Issue	Response
1	Acquisitions and Relocations	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>The schedule for the next steps includes publishing the Final Environmental Impact Statement in 2014. A 60-day public review period will be provided. Then the record of decision would be published. If a build option is selected, construction could begin as early as 2015. Right-of-way acquisition would begin after the record of decision.</p>



Code		Comment Document	
<b>SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE</b>			
INCOMING CALL/COMMENT DATE: 7/31/2013		INCOMING CALL/COMMENT TIME:	
CALLER: Felicia Corbett		CALLER ADDRESS: 4811 W. Gwen St. Laveen, AZ 85339	
PHONE:		EMAIL: corbettfam5@gmail.com	
<b>COMMENTS REMARKS/QUESTIONS:</b> <div> 1 I moved to Laveen over eight years ago because I thought the freeway was going to be built. I live near 51st Ave &amp; Dobbins and look forward to the day the freeway will open.   Thank you. </div>			

Code	Issue	Response
1		Comment noted.



Code	Comment Document
	<div>Early<div>Document Created: 7/25/2013 1:05:43 AM by Web Comment Form</div><div>For the east project we support utilizing the existing Pecos Rd corridor.</div></div>
1	<div>Please consider adding an exit at 32nd street for Desert Vista High School. Skipping this road will add excessive traffic burden to Chandler Blvd.</div>
2	<div>Noise abatement is important to the residential areas so plan ample budget for walls and other noise abatement methods. Thank you for attention to blending and beautifying landscaping.</div>
3	<div>In the simulation the majority of the exits/entrances to the freeway are the traditional design that require two traffic lights to get through the intersection. I recommend the design that requires only one traffic light to get vehicles through the entire intersection (e.g. freeway 143 &amp; Washington St.).</div>

Code	Issue	Response
1	Design	The determination to not include an interchange at 32nd Street was made in coordination with the City of Phoenix. The interchange would have required the displacement of over 100 homes and would have been located near an existing high school. The City recommended that, based on these impacts, the interchange be removed from the study. At the same time, the City conducted a traffic circulation study to evaluate the impacts of the freeway (and the removal of an access point at 32nd Street) on the local street system. The City study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 in the Final Environmental Impact Statement).
2	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Design	The diamond interchange configuration was used to evaluate service traffic interchange needs. The actual configuration(s) of the service traffic interchanges would be determined during the design phase of the Selected Alternative, if an action alternative were to be identified.



Code	Comment Document						
	<p><b>SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE</b></p> <table><tr><td>INCOMING CALL/COMMENT DATE: 7/29/2013</td><td>INCOMING CALL/COMMENT TIME:</td></tr><tr><td>CALLER: Beth Gagnon</td><td>CALLER ADDRESS: Ahwatukee &amp; Pecos Road resident</td></tr><tr><td>PHONE:</td><td>EMAIL: beegee62@hotmail.com</td></tr></table> <p><b>COMMENTS REMARKS/QUESTIONS:</b></p> <p>1 I totally oppose the South Mountain loop of the 202, but am glad to see ADOT finally be honest and calling it what it truly is - a truck bypass - "...provide a long awaited route to bypass downtown Phoenix." It is not a commute route for people living in the southeast valley and working in downtown Phoenix and will, therefore, not reduce commute traffic on I-10. It will, however, be a truck bypass, or outer loop, for commercial trucks and other commercial and private vehicles who wish to bypass downtown Phoenix as they pass through Arizona.</p> <p>2 3 4 It will also be a means by which traffic, pollution and crime will be brought into Ahwatukee. This has already been demonstrated by the connection of Pecos Road to I-10. It will also result in businesses such as fast-food restaurants, gas stations/convenient stores, truck stops and other such businesses along the proposed freeway, which will bring in more transient populations, creating the potential for increased crime, not to mention the noise, light and air pollution. All of this will result in the decrease in property values of homes in the Ahwatukee area, and other residential areas near the freeway.</p> <p>5 6 7</p> <p>8 You can argue that the freeway plans have been on the books for 20-30 years, but what you fail to acknowledge is the fact that the area where homes now sit along the alignment was originally zoned as commercial. These homes along or in the path of the freeway were not to be built, which would make sense with the original plans. However, in the State's desire and greed to collect property taxes on land that would otherwise sit "useless" until the freeway could be funded and built, the area was rezoned and 100s of homes built along the freeway route. If the original zoning can be changed; the freeway alignment can be changed! The zoning should never have been changed and the homes should never have been built, if the State is going to stand by 30-year old plans!</p> <p>In addition, the continued song and dance, and smoke and mirrors performances by ADOT just delays what appears to be the inevitable and places a major hardship on those of us most directly affected by the freeway (the homes along Pecos). We cannot sell our houses, because who wants to buy a house that is either going to be demolished or have a freeway running through its backyard? And we cannot make needed improvements/repairs, because it is wasted money, if our home is only going to be torn</p>	INCOMING CALL/COMMENT DATE: 7/29/2013	INCOMING CALL/COMMENT TIME:	CALLER: Beth Gagnon	CALLER ADDRESS: Ahwatukee & Pecos Road resident	PHONE:	EMAIL: beegee62@hotmail.com
INCOMING CALL/COMMENT DATE: 7/29/2013	INCOMING CALL/COMMENT TIME:						
CALLER: Beth Gagnon	CALLER ADDRESS: Ahwatukee & Pecos Road resident						
PHONE:	EMAIL: beegee62@hotmail.com						

Code	Issue	Response
1	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Traffic	In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the freeway on the local street system. The City study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 in the Final Environmental Impact Statement).
3	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Neighborhoods/Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
5	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Visual Resources	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
7	Economics, Socioeconomics	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138-47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.



Code	Comment Document
	<p>down to make way for a freeway.</p> <p>I am a disabled veteran and a single mom. I worry daily if I am physically going to be able to continue to perform my current job. My very future hangs in limbo because of ADOT's inability to stop tap-dancing around with all of these repeated studies and meetings that never present anything new or different, and just make a decision. I cannot change jobs or move. I also cannot plan financially for my potential inability to work by doing things such as paying off my house, because it is not financially sound for me to pay off a house that is either going to be destroyed or made unlivable by the freeway.</p> <p>9 If you do nothing else, have the common decency and courtesy to be upfront and honest with (at least) the homeowners along Pecos Road and state, flat-out, in writing, exactly what is the future status of our homes (demolished/bought-out/or giant sound wall and freeway in our backyards) and on exactly what date will this occur. If you cannot do this, and ADOT is determined to build the freeway, then the State should be obligated to acquire the homes along Pecos, so that we can all get on with our lives.</p> <p>10 Bottomline: you preach that the plans are 30 years old...well, 1) obviously, they are outdated and irrelevant to the current situation and 2) Phoenix, as well as the communities directly affected by the proposed alignment have grown, prospered and survived without (and because of the lack of) the freeway. This is blatant and concrete evidence that the proposed freeway will not serve these communities and is not needed.</p>

Code	Issue	Response
8	Neighborhoods/ Communities	While the City has some ability to control development through its zoning ordinances, the City does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land despite the risk that the freeway would eventually be built. Citizens were also aware of the potential and chose to buy homes near the freeway despite the same risk. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Draft Environmental Impact Statement.
9	Acquisitions and Relocations	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
10	Purpose and Need, Old Plan or Use of Old Data	

Code		Comment Document	
<b>SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE</b>			
INCOMING CALL/COMMENT DATE:		INCOMING CALL/COMMENT TIME:	
CALLER: <b>George</b>		CALLER ADDRESS:	
PHONE:		EMAIL: <b>gvheadley@aol.com</b>	
<b>COMMENTS REMARKS/QUESTIONS:</b>			
<div>1</div>			

Code	Issue	Response
1		No comment noted.

Code	Comment Document
	<div>Gould<div>Document Created: 7/25/2013 1:14:54 AM by Web Comment Form</div><div><div>1</div><div>We desperately need this freeway completed. I am driving every day to the East Valley and the commute is too long. In addition, my kids feel very isolated here - we spend several hours each week just driving to and from activities - and the freeway would cut our drive time in half! I hope and pray we have this freeway completed soon. Thank you!</div></div></div>

Code	Issue	Response
1		Comment noted.





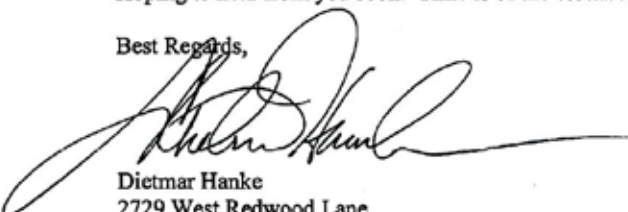
Code	Comment Document
<b>SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE</b>	
INCOMING CALL/COMMENT DATE: 10/14/2013	INCOMING CALL/COMMENT TIME:
CALLER: Todd Hamilton	CALLER ADDRESS: 2150 E Highland Ave Suite 207 Phoenix, AZ 85016
PHONE: 602-386-1226	EMAIL: thamilton@cutlercommercial.com
<b>COMMENTS REMARKS/QUESTIONS:</b> <p>Hello,</p> <p>1 I am inquiring on the status of the Loop 202 Freeway. When will the project proceed?</p> <p>2 I represent several Building owners in the potential path</p>	

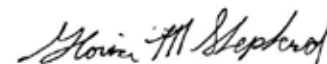
Code	Issue	Response
1	Public Involvement	Updates on the status of the study are posted to the project Web site <azdot.gov/southmountainfreeway>.
2	Acquisitions and Relocations	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>Aerial maps showing the proposed freeway (W59 and E1 Alternatives) are accessible through the project Web site, &lt;azdot.gov/southmountainfreeway&gt;.</p>

Code	Comment Document
	<div><div><div><div><div><div><span></span></div></div></div><div><div><div><span></span></div><div><span></span></div></div></div><div><div><div><span></span></div><div><span></span></div></div></div><div><div><div><span></span></div></div></div></div></div></div> <div><div>RECEIVED</div><div>APR 30 2014</div><div>ADOT Department of Transportation Phoenix Office</div></div> <div>25 April 2014</div> <div>Victor M. Mendez, Federal Highway Administrator Federal Highway Administration 1200 New Jersey Avenue, SE Washington, DC 20590</div> <div>Mr. Mendez:</div> <div>Since 2005, I've been living in a house under the pall of the Loop 202 South Mountain Freeway. I bought my new house in July of 2004 and moved in in August of 2005. About a month later, ADOT – under your stewardship – foisted an announcement upon the public at a local hotel that my house would be plowed down to make way for the freeway. As a lawyer, physicist, engineer, and business professional, I'm typically fairly well informed. Further, I had visited relatives in the Lakewood area for more than a decade beforehand. I was well aware of the general concept of a freeway.</div> <div>But, watching the construction of the I-10 / Pecos interchange orientation taking shape, noticing the placement of houses, schools, and churches along Pecos Road, and finally, purchasing a house freshly permitted and built where mine was, the logical take-away was that the freeway would not be built or be built elsewhere. All else was hearsay. But I appear to have been mistaken. Wow, how counter intuitive. Or, rather, what administrative arrogance.</div> <div>Let me explain something to you: I will not fold like a cheap card table. And I will not wait another 8 years until you decide to authorize this freeway or not. I am tired of waiting. Like so many others in my neighborhood, I have no back yard, my house is valued well below what I paid for it and what I expended in real cash American, and I cannot move without great personal cost. I live in a transient neighborhood that has become largely blue collar. And, until I complained last year, ADOT-owned houses were not kept up in keeping with the HOA requirements we are all bound to. This is an <i>interest in land</i> that your agency and ADOT is tinkering with. Your counsel will understand what that "<i>interest in land</i>" thing means.</div> <div>Let me also explain to you that I also know of your involvement with VINTEK and REDFLEX. I know how the laws of the state of Arizona were modified in violation of the federal mandate for MUTCD to bring Redflex to Arizona. That's why they're headquartered in Arizona, isn't it? That whole thing is a travesty. VINTEK has no idea what title means, but they're here complicating our lives and earning money. Don't even get me started about your involvement with the National Forest Service in Oregon. Do we all really need to understand your business connections?</div>

Code	Issue	Response
	<div><div><div><div><div><div><span></span></div></div></div><div><div><div><span></span></div><div><span></span></div></div></div><div><div><div><span></span></div><div><span></span></div></div></div><div><div><div><span></span></div></div></div></div></div></div> <div><div>U.S. Department of Transportation Federal Highway Administration</div></div>	<div>May 12, 2014</div> <div>1200 New Jersey Ave., SE Washington, D.C. 20590</div> <div>In Reply Refer To: HEPE</div>
	<div>Mr. Dietmar Hanke 2729 West Redwood lane Phoenix, AZ 85045</div> <div>Dear Mr. Hanke:</div> <div>Thank you for your letter to Federal Highway Administrator Victor M. Mendez regarding the proposed Loop 202 South Mountain Freeway.</div> <div>The Arizona Department of Transportation (ADOT) initiated the freeway project and is responsible for project development. The Loop 202 South Mountain Freeway has been included in the Maricopa Association of Governments' Regional Freeway Program since 1985 when Maricopa County voters approved funding under Proposition 300. In 2004, the voters again approved funding under Proposition 400 for the Regional Transportation Plan, which included the freeway.</div> <div>In cooperation with our Arizona Division Office, ADOT is advancing the proposed project in compliance with the National Environmental Policy Act (NEPA). As part of this process, ADOT prepared a draft environmental impact statement (EIS) examining the potential environmental effects of proposed alternatives for the project and identifying measures to mitigate adverse impacts. The draft EIS also identified a preliminary preferred alternative for the proposed freeway. On April 14, 2013, Division Administrator Karla S. Petty approved the draft EIS.</div> <div>Public involvement is an important element in any NEPA review process. The ADOT made the draft EIS available to the public for review and comment from April 26 through July 24, 2013, and held a public hearing on May 21, 2013. We appreciate your detailed comments, which ADOT has received. All substantive comments on the draft EIS are being carefully considered as ADOT prepares the final EIS. The final EIS will identify the preferred alternative and evaluate all reasonable alternatives considered. The final EIS will also include responses to all substantive comments received on the draft EIS and describe any mitigation measures that will be incorporated into the proposed action.</div> <div>Following our approval, ADOT will make the final EIS available to the public. No less than 60 days later, Ms. Petty may approve the Record of Decision (ROD), which will present the decision, the basis for it, and summarize any mitigation measures incorporated as part of the project. The ROD is the final administrative step in the NEPA review process.</div>	



Code	Comment Document
	<p>Here's the deal: I can keep ADOT and the FHA in court for years. But, I can keep my mouth shut too. I'm originally from California and I understand precisely the history of the Long Beach Freeway litigation and the fallout (e.g. 210 Foothill Freeway). Litigating costs me virtually nothing. And, I have good friends in many legal places.</p> <p>So, my proposition is this: I will be happy to entertain your agency's offer to <i>remove my standing</i> (e.g. Administrative Settlement) pursuant to <i>my math</i>. In the alternative, I will file suit in Maricopa Superior Court to finally get some resolution to this matter. And, I will do so shortly: May 31<sup>st</sup>, to be precise. And I may do so irrespective of your subsequent actions. I have waited in limbo long enough. I will not wait until the "industry" responds to the latest request for information. That would be the very industry that stands to profit from the building of this freeway.</p> <p>Go on, give me all of your lawyers' trite responses. I have no problem with that at all. I deal with those kinds of responses all day long. You all might be surprised about what <i>Kelo v. New London</i> really means in the broader sense, irrespective of what the pundits and your lawyers say.</p> <p>In the meantime, you should read the attached response I sent to ADOT about the South Mountain Freeway DEIS a few months ago. While I have absolutely no confidence most of my points will be addressed even obliquely, it should give you an idea about the legal battle you (FHA) and ADOT are in for. You might also want to view my LinkedIn profile as well. Understand this: at some point, things do get personal. And I don't get intimidated. And you're on notice that you're about to waste a lot of taxpayer money.</p> <p>Hoping to hear from you soon. Time is of the essence. Choose your next words wisely.</p> <p>Best Regards,</p>  <p>Dietmar Hanke 2729 West Redwood Lane Phoenix, AZ 85045</p> <p>cc: Fred R. Wagner, Chief Counsel Federal Highway Administration 1200 New Jersey Avenue, SE Washington, DC 20590</p> <p>John S. Halikowski Arizona Department of Transportation Motor Vehicle Division P.O. Box 2100, MD 555M Phoenix, AZ 85001</p>

Code	Issue	Response
		<p>2</p> <p>You requested purchase of your property now via an administrative settlement. Real property needed for a Federal-aid highway project is normally acquired after the ROD and detailed design. Because ADOT is responsible for the project, its officials can best respond to your request for acquisition.</p> <p>The Federal Highway Administration is not involved in decisions by local officials on permits for homes. You may wish to contact appropriate local officials if you have any questions about the issuance of the permit.</p> <p>Sincerely yours,</p>  <p>Gloria M. Shepherd Associate Administrator for Planning, Environment, and Realty</p> <p>cc: Mr. John Halikowski Director, Arizona Department of Transportation</p> <p>Ms. Karla S. Petty FHWA Division Administrator Phoenix, Arizona</p>



Code	Comment Document
	<div><div></div><div><p>The Honorable Janice K. Brewer Arizona Governor Executive Tower 1700 West Washington Street Phoenix, AZ 85007</p><p>KTAR 7740 16th Street, Suite 200 Phoenix, AZ 85020 (602) 274-6200</p><p>National Public Radio 1111 North Capitol Street, NE Washington DC 20002</p><p>Kate Nolan The Arizona Republic P.O. Box 1950 Phoenix, AZ 85001</p></div></div>

Code	Issue	Response

Code	Issue	Response
1		Responses to the originally submitted letter can be found on page B1828

Code	Comment Document
	<p>Pecos Road alignment was so precisely defined and a decision had already been made years ago, why weren't there any right of way markers indicating where it would go? California had to learn that concept the hard way, decades ago!</p> <p>3. Purpose and Need</p> <p>The DEIS purports that traffic in general will continue to increase at exponential rates in Maricopa county. This is identified as the primary reason for the need for the South Mountain Freeway. All biological systems that experience geometric growth will stabilize or collapse at some point in time. This is a concept of real science. Why is this concept not a factor in the DEIS? It is omitted altogether. In a day and age when telecommuting is increasing at geometric rates, this is inexcusable.</p> <p>Furthermore, the DEIS cites a fictitious need for residents of the Central West Valley to commute to the Chandler/Gilbert/Queen Creek area and vice versa. Surely we are all in agreement that there is no such "need" between the residents of Chandler and Ahwatukee Foothills and the residents of Tolleson; the demographics just don't comport. Why isn't there any study mentioned of how many cars travel from Chandler/Ahwatukee Foothills to the Central West Valley now? License plate recognition software and hardware is readily available and can access registrations nearly instantaneously. That's because such travel doesn't exist. Isn't ADOT's insistence of the former merely a case of "if you build it, they will come"? How are general valley traffic volume statements and projections even relevant here?</p> <p>Inherently, there is no local need now. After all, Chandler and Ahwatukee Foothills are more than 95% developed. Everything south of Pecos Road and west of its current terminus is Indian Nation lands. ADOT, Phoenix, and MAG (if it is legal entity) cannot make decisions about private lands in Arizona based on the needs of the Indian Nation. Isn't that the exclusive purview of the BIA of the Department of Interior for these United States of America?</p> <p>So where <i>could</i> increased traffic come from? The better question is where <i>will</i> increased traffic come from? It will come from the CANAMEX Highway. When Congress adopted NAFTA, this highway became a requirement of the United States Government – not Arizona. But where is the segment between the I-10 at Pecos Road and Las Vegas? It doesn't exist! Which is why the federal government is paying for a significant portion of the local freeway. Why is the CANAMEX traffic load not considered in the DEIS? How is CANAMEX a responsibility of the Arizona or Maricopa or Phoenix taxpayer?</p> <p>To cast the need for the South Mountain Freeway in terms of relieving the congestion on the I-10 freeway between Pecos Road and the 143, irrespective of the CANAMEX Highway, overlooks two fundamental issues. First, from Pecos Road to the 143, fourteen lanes of traffic are crammed into seven. Worse, carpool travelers going to PHX from the I-60 must cross six lanes within the most crammed quarter mile to get</p>

Code	Issue	Response

Code	Comment Document
	<p>to the airport. Wouldn't an elevated HOV cross-over be much more efficient? Isn't this the real problem?</p> <p>4. Gila River Indian Community Coordination</p> <p>The Federal Highway Administration may not have the right to survey the lands of The Indian Nation, but the federal government does have the right to condemn lands of the Indian Nation under eminent domain. That's exactly why the USDOT has stepped back in this case. Just as the Bureau of Indian Affairs is chartered to address the transportation needs of the Indian Nation, the states and their subordinate organizations are <i>not</i>! More specifically, MAG's "coordination" is not/should not be decision-making. Fire Departments, ambulance companies, and hospitals all coordinate with each other, but neither makes decisions for any other. How can ADOT confuse such fundamental concepts?</p> <p>Significantly, the proposed South Mountain Freeway alignment is not within any portion of the tribal lands of the Gila River Indian Community. One tribe's lands are even completely outside of Maricopa County. Why is that community involved in the decision-making process affecting the properties of Phoenix landowners? More importantly, why is ADOT proposing off ramps and street stubs that serve the property and business developments of The Indian Nation? Who in The Indian Nation's allotted landowners stands to profit from Casino developments and billboard placements? Does the greed of these Indian Nation profiteers outweigh the rights of those residents not within the Indian Nation? Apparently, they also outweigh the desires of the rest of their tribal members.</p> <p>Finally, how can a tribal representative for a tribe of a few hundred have the same voting or veto power as the mayor of Phoenix? Don't we have a concept of one person one vote in these United States of America? ADOT needs to revisit the standards against which its administrative agency action is tested. After all, <i>Kelo v. New London</i> only added another standard; it didn't replace the other tests (arbitrary &amp; capricious, illegal, prohibited actions) to the validity of administrative actions.</p> <p>5. Alternatives</p> <p>Proclaiming a fictitious need inherently corrupts any further analysis of the viable alternatives. This is a fundamental concept of real science and the scientific method. Unfortunately, this concept is, modernly, largely lost on administrative agencies that rely on repeating unfounded dogma and buttressing the interests of special interest groups until most people believe it.</p> <p>Thus, if one is to proceed with the notion that there is a real, current need for commuter travel from the Central West Valley to the Chandler/Gilbert/Queen Creek area and vice versa, certainly an extension of Pecos Road would suffice. After all, it's a four lane divided road with very few traffic control signals. Why is the lack of achieving a "projected traffic" flow of dubious origins for a freeway whose true</p>

Code	Issue	Response



Code	Comment Document
	<p>nature and purpose are not addressed even relevant here? That's because traffic flow is a yardstick for CANAMEX Highway purposes.</p> <p>And, if the real need is to comport with the lane and flow requirements of CANAMEX, both a real freeway is required and multiple alternatives come to mind. The logical question that follows is <i>why did ADOT not consider an alternative route from Casa Grande (or close by on the I-8) to Tolleson?</i> Such an alternative would not cause any of the social or environmental consequences identified below, nor traverse tribal lands or cost as much. It would cost much less, in fact. It would, however, lie almost exclusively on federal lands. Is this a conflict of interest for USDOT? Why was this alternative not studied by ADOT or identified in Figure 3-5 of the DEIS?</p> <p>The Casa Grande to Tolleson alignment can be detailed to exclude all residential property condemnation. Further, it would truly be a truck bypass, avoiding all residential contact except for, possibly, but not necessarily, a one eighth ( 1/8<sup>th</sup>) of a mile long stretch. How does such an alignment differ from any "studied" alignment for interstate traffic purposes? Why was that not discussed in the DEIS?</p> <p>The Casa Grande to Tolleson alignment can also be designed to include two or more lanes that interchange with the I-10 or I-8 at the southern end and at the 303 and the I-10 at the northern end without significantly disrupting traffic. This is required by the CANAMEX Highway specifications. The Pecos Road alignment, on the other hand, would require massive reconstruction to achieve such. Why was this not discussed in the DEIS?</p> <p>Furthermore, why did USDOT not study condemning lands of the Indian Nation for the Riggs Road Alternative? If this is a CANAMEX segment, USDOT certainly should be at the forefront of the alignment studies and condemning decisions; <i>not ADOT, not MAG, not anyone else.</i></p> <p>Vertical alignment is much more complex than the short shrift given to it in the "Alternatives" section of the DEIS. The complexities of this are discussed in the relevant sections below.</p> <p>6. No-Action Alternative</p> <p>As noted above, there is no articulable, scientifically supportable need for this freeway, absent CANAMEX. The "No-Action Alternative" and/or the Casa Grande to Tolleson alignment (for CANMEX traffic) are the only two supportable alternatives. Further, an I-60 to 143 overpass is notably a significant I-10 traffic mitigation option which is likely to yield the most results for non-CANAMEX traffic. Why was this not discussed in the DEIS as a viable traffic mitigation option?</p> <p>a. Displacements, Relocations, and Economic Impact</p>

Code	Issue	Response

Code	Comment Document
	<p>What's a home worth? That's the overriding issue ADOT has not addressed. It's the elephant in the room. I purchased my new home in 2004 in the Mountain Reserve after reviewing 128 model houses in all states of completion. I moved in in August 2005. I paid \$355,000.00 for it and spent another \$40,000.00 in front yard and window coverings required by the association. I spent much more on cabinetry. I had leveraged the economy of a tract builder with the freedom to request a multitude of customizations. My house is truly unique.</p> <p>I had put \$140,000 down as a down payment. I have no back yard. Most people who bought near around the time I did don't (check Google Earth). Why? Because ADOT announced that my house probably will be mowed down for the Loop 202 Freeway, seven weeks after I moved in. That was before the housing bubble collapsed and values collapsed even further.</p> <p>The last house that sold on my street (with a back yard and a pool) sold for \$173,000 (check Zillow.com). Wow, I might as well have flushed \$100,000.00 down the toilet eight (8) years ago and I'd still be more than \$60,000.00 ahead of the game. I may even have had a back yard down through those years. How much is a back yard worth? ...for 8 long, hot years? I think that most people will agree that it's worth a lot.</p> <p>Also, I have lived in a community where transient rentals were the norm for eight (8) years. Monthly rentals were common. There was absolutely no sense of community. Indeed the HOA had no forum of board members for years. Nobody cared. The ADOT owned houses were blight in the neighborhood for many years. What's that worth? Is there any mention of this in the DIES?</p> <p>I moved to my neighborhood because of the views and the low levels of traffic, noise pollution, light pollution, air pollution, and lack of fast access by the criminal elements of the various crime riddled areas of the west valley. Why is the latter not addressed in the DEIS?</p> <p>So, again, what is a house worth? Is it the current standard of the "reasonable market value"? Or is it something else? I suggest it is the value of buying property, building the same house thereon, and putting my family up in a resort during the time of its construction. And further, that property has to have similar characteristics with regard noise, views, light and air pollution, property taxes, and access by criminal elements. Why not? Can anyone articulate why not?</p> <p>In the end, how much is all of this worth to a tax-paying resident of Phoenix? One that's been paying property taxes for eight years and commuting to a remote location <i>when he's never been able to even realize a back yard?</i> The DEIS does not address this. Why? Because it's painful and expensive maybe? Yes it is. And, ADOT may not want to admit to the true cost of such land acquisition and the replacement of a <i>home</i>.</p>

Code	Issue	Response

Code	Comment Document
	<div><p>b. Noise</p><p>The DEIS addresses noise pollution. Unfortunately it uses the average hourly noise level as its only metric and does not incorporate any temporal variations. While it does acknowledge that it barely achieves federal maximum mandates, it does not even address the more pertinent parameters of the characteristics of noise and timing of thereof. Internationally, noise classification has advanced well beyond the crude “average pressure level” used in the DEIS.</p><p>Irrespective of the international classifications, the DEIS statement does identify that the Pecos Road alignment will barely achieve federal maximum noise levels in most cases, even if abatement walls are used. Why is that not a major problem? Further, these maximum classifications are based on abstract generalizations of laterally displaced noise level estimates. Why is there no mention of the “directed” and “channeled noise” from the freeway segments converging on Parcel D of the Mountain Preserve? Mountain reserve residents would be subject to air brake and incline ascending noises of both domestic and CANAMEX trucks, both of which are of a frequency not subject to ADOT’s simple projections. Lower frequencies travel farther. Period. What if the actual noise levels exceed the federal maximum noise levels? What then? What’s the homeowner’s recourse?</p><p>And, more basically, ADOT submits factually incorrect current ambient noise levels for comparison. Noise levels not within the narrow arrival and departure times of commuters and not within the high heat, air conditioning months (October through May) are much lower than presented in my neighborhood. Typically, they are in the decibel ranges from the 30’s to low 40’s on my back porch at my house and even lower during the night. Why has ADOT not provided the true, evening, no-AC, ambient noise levels?</p><p>Furthermore, noise can come in all forms. ADOT would have one believe that the sounds of birds at my bird feeder and sounds of my neighbor’s children playing are equivalent to the recurrent, revolving, and pulsating mechanical sounds of lumbering trucks and motorcycles. It’s embarrassing to even have to address this. The rest of the world has moved on. The quintessential question is why does ADOT rely on outdated and erroneous metrics? Most likely because they’re convenient, obfuscating tactics that serve the profiteers. There are much more relevant international standards and measurements that are available.</p><p>ADOT itself pontificates that “it is recognized that transportation noise is perhaps the most pervasive and difficult source to avoid in society today”. This is exactly what we currently don’t have at the western end of Pecos Road! This was a major consideration when I bought my house. How is the maximum tolerable noise level relevant here? How about maximum noise pollution, air pollution, light pollution, disaster risk, and transient crime combined? Who would want to live in such an environment? Think about that.</p></div>

Code	Issue	Response



Code	Comment Document
	<p>Finally, the question of time of day when noise is absent is avoided entirely. Why? So a noise at midnight is equal to a noise during the day. How is that possible? Is it rational? Whether CANAMEX or a general truck bypass is the main ingredient of the traffic on the proposed freeway, it is likely that the louder, lower frequency noise generated by large trucks will dominate. And, that this noise will continue 24x7 and carry further at night. How does that compare to the crude measurement and prediction that ADOT proffers? It doesn't. It really doesn't. And, why has ADOT not addressed the conflict between wildlife corridor bridges and sound barriers? (More on that topic below.) All this appears to be absent in the DEIS.</p> <p>c. Water Resources &amp; Floodplains</p> <p>The DEIS identifies the flood plain relevant to the Pecos Road alignment. Unfortunately, its roaming generalizations do not address several pertinent aspects of drainage. The South Mountain Park and adjacent southern alluvial flood plains drain to the south. It is this author's experience that, during summer deluges, the entire area from South Dessert Foothills Parkway to Chandler floods and drains through and <i>across</i> Pecos Road.</p> <p>This drainage can cause the entire area from Chandler to South 17<sup>th</sup> Avenue to flood and drain through the multiplicity of drainage culverts <i>and over Pecos Road itself</i>. The current "alignment" proposes that the Loop 202 will be elevated along its passage by my house and, that the alignment (not including any sound barrier) will be 22 feet above the current grade. Wow, kind of like Hoover Dam in your back yard. (More on that later.)</p> <p>With only one drainage culvert in the segment, what is the strategy to channel/buffer drainage waters? Further, and more significant, what are the consequences of erosion damage on the tribal lands of The Indian Nation? Now it is farm land, but it will be casinos if the freeway is built. Why has the DEIS not even addressed this? It is a sure consequence of law that the damages of The Indian Nation will be adjudicated by the Indian Council (see recent decisions by the federal courts) and dictated to Arizona taxpayers. What is the potential cost of that? I don't see anything that addresses this in the DEIS. Nothing at all. It is an environmental issue that potentially has large cost implications.</p> <p>d. Biological Resources</p> <p>The South Mountain Park ("SMP") is the largest municipal park in the world. It is the place where local citizens can enjoy <i>nature</i>. It hosts a plurality of <i>natural</i> inhabitants, from the Chuckwalla lizard to numerous bird species. It is a natural ecosystem that interacts with the desert flatlands and the adjacent Estrella Mountains on a genetic and predator-prey basis.</p> <p>If anyone can believe all species in an isolated park can proliferate for more than a few years though a couple of tunnels (4 that I see) and one bridge traversing a 300 or</p>

Code	Issue	Response



Code	Comment Document
	<p>500 foot right of way, please present the scientific evidence. While the importance of wildlife corridors, such as those in the Ahwatukee Foothills area, have been scientifically established, drainage culverts and bridge corridors have not. That's a fact.</p> <p>Quite the contrary, for many species they present a gauntlet to navigate while opportunistic predators, such as foxes and coyotes, cash in on the parade of traversers. Furthermore, position, size, food sources, and cover are key factors in determining which species will attempt to employ the use of such underpasses. Progressive proposals have been made to create vast corridor overpasses over the I-10 to Tucson. Is ADOT regressing in its thinking? Does it have better data?</p> <p>The species least likely to traverse a tunnel or bridge corridor would be Road Runners, the Giant Sonoran Desert Toad, Desert Tortoises, Gila Monsters, horned lizards, Chuckwallas, rabbits, squirrels, skinks, low flying birds such as the Gila Woodpecker and Gambels Quail. And even if they do, the restricted opportunities to traverse will sharply decrease their genetic diversity and survival chances in the SMP's ecosystem.</p> <p>Most of these species are not likely to cross at the proposed Rio Salado Oeste project area either, as they do not inhabit marshes. All of these species have appeared in my back yard. Most of these species are an intimate part of the <i>nature</i> evident in the park today. Many of these species migrate daily or seasonally from the mountains to the flatlands. All communicate genetically with the greater Sonoran Desert inhabitants. The bottom line is this: Coyotes and Javelinas are the most likely species to use the tunnel and bridge corridors. Is there any shortage of those? Why has the natural biodiversity, genetic isolation, unbalanced predation, and ecosystem health of the SMP's fauna not been addressed in the DEIS? This is fundamental stuff, folks.</p> <p>Further still, should ADOT decide that a bridge corridor is necessary somewhere in the vicinity of the Pecos Road terminus, what is the strategy for a sound barrier there? I've never seen such a barrier on a bridge outside of Europe. Bridge corridor, vertical alignment, sound barrier, and ecosystem health are all related. There's no discussion of this in the DEIS. None. Most significantly, the DEIS avoids altogether the question of what the goals of the mitigation efforts are. Is to save endangered species? Or is it to maintain the health of the SMP's ecosystem and natural state?</p> <p>Let's also not forget that any corridor's effectiveness can be completely thwarted by commercial developments on the Lands of the Indian Nation. Quite frankly, evidence has shown that they just don't care. They'll build a casino where ever they please and recent court challenges have borne out yet again that no agreement with municipalities or the State of Arizona has any affect. Why is that fact completely ignored in the DEIS?</p> <p>e. Hazardous Materials</p>

Code	Issue	Response

Code	Comment Document
	<p>The current alignment would have the CANAMEX, or highway trucker-bypass, a few yards from my house, if it's not torn down altogether. But, then again, ADOT hasn't decided on the true right of way width yet. So we don't know. Do we? Why is that? Irrespective of this indecisiveness, the specter of a mishap on the Loop 202 resulting in an errant vehicle carrying hazardous materials rolling down the 22 foot embankment into a residential neighborhood is scary.</p> <p>Why is there no discussion of this vertical alignment issue, especially with CANMEX truckers in mind, other than in general concepts? Isn't the transport of hazardous and harmful materials a key element to the freeway's alignment? How is the above scenario different than the Deck Park Tunnel? Has Homeland Security been advised of this? Is it aware of this?</p> <p>ADOT instead chose to concentrate this section of the DEIS on the potential to disturb <i>existing</i> Haz-mat sites. How about what the proposed alignment (both horizontal and vertical) <i>creates</i> as far as Haz-mat circumstances and situations? Why hasn't that been considered? Interesting, isn't it?</p> <p>f. Visual Resources</p> <p>As mentioned above, the current vertical alignment places the Loop 202 at 22 feet above grade near the terminus of Pecos Road. With another 20 feet of sound barrier on top of that, the remaining front line of homes will be greeted by the view of Hoover Dam to the south. While some folks are worried about sacred views of mountains <i>not on their lands</i>, taxpayers near the right of way will be greeted by an atrocious industrial strength view that is tantamount to visual blight <i>on the lands of the United States from the lands of these United States</i>. What's the value of that? And why is there no mention of this specter in the DEIS? And why aren't non-Indian Nation landowners' views even considered.</p> <p>g. Light Pollution</p> <p>The DEIS avoids altogether any discussion of light pollution. Though discussed at various public meetings, ADOT summarily responds with generalizations about mitigation measures. Light pollution is, however, a complex issue poorly understood by administrative agencies such as ADOT. Light pollution is a matter of water vapor, particulate air pollution, and the location and direction of light sources.</p> <p>Merely lowering light standards is laughable. Even thirty foot standards would emit light 52 feet above grade near Parcel D of the Mountain Preserve. Furthermore, vehicle lights traveling in both directions approaching Parcel D of the Mountain Preserve will illuminate the area from higher elevations based on the proposed</p>

Code	Issue	Response

Code	Comment Document
	<p>vertical alignment. Vehicles also emit the very particulates and water vapor notorious for scattering and reflecting light. Particulate emissions from Mexican trucks (CANMEX) will be even higher than domestic commercial diesel trucks.</p> <p>Even more important, what will stop the business interests on the adjacent tribal lands from erecting illuminated billboards and jumbotrons? One need only look at the Santan Freeway between I-10 and the Loop 101. Does ADOT think a contract with the Indian Nation not to build such will be upheld in federal court? Recent decisions indicate they won't. And the Indian Nation only cares about revenue, nothing else.</p> <p>I purchased a home in Parcel D of the Mountain Preserve because I can see the Milky Way on many evenings. That is not possible even in the Lakewood area of Ahwatukee Foothills. How much is that worth and who gets to decide that?</p> <p>h. Air Pollution</p> <p>As noted above, air pollution is a function of the level of traffic, the type of traffic, even the time of such traffic and the direction of the prevailing winds. There is absolutely no mention of what the pollution levels will be during cool evenings when the truckers dominate and the air is heavy, moving only slowly in the direction of the prevailing winds in parallel with the proposed Pecos Road alignment. Why is this worst case evening scenario not even addressed in the DEIS?</p> <p>i. Temporary Construction Impacts and other Issues</p> <p>Finally, the DEIS statement only obliquely addresses temporary construction impacts. Where is the estimated commute time to get from South Mountain Preserve to the Santan Freeway? There is no mention of the air quality and local health impact of soil stabilization techniques (lime and potassium chloride), diesel fumes, blasting noise from the mountain gorge, and temporary water drainage. Why? How much is living next to a construction site for several years' worth?</p> <p>Why does the DEIS summarily avoid the cost impact of implementing all of the mitigation measures on the overall cost of the freeway? Could it be because the freeway would never be built if these cost estimates were actually included?</p>

Code	Issue	Response

Code	Comment Document
	<div>Hoffman</div> <div>Document Created: 7/25/2013 9:23:34 AM by Web Comment Form</div> <div><div>1</div><div>I am waiting for 18 years that the Loop 202 (South Mountain Freeway) is getting build. Phoenix needs this Loop to offload the through traffic going through the center of the city. With the expansion of I-10 to three lanes between Tucson and Phoenix the traffic on I-10 in Phoenix will be 12 hours a day at 25 miles/hour. Living at 7th Street I would like to avoid going through the city every time I need to go to the West side of Phoenix.</div></div>

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<b>SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE</b>			
INCOMING CALL/COMMENT DATE: 8/30/2013		INCOMING CALL/COMMENT TIME:	
CALLER: Brian Kohlenberg CAD Engineer		CALLER ADDRESS:	
PHONE: (602)-532-2671		EMAIL: Brian.Kohlenberg@Flextral.com	
<b>COMMENTS REMARKS/QUESTIONS:</b> <div> <div>1</div> <div> Hello,  Please build the Loop 202 South Mountain Freeway, W59 Alternative.  Thank you, </div> </div>			

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1		Comment noted.





Code	Comment Document
	Machuca
	Document Created: 7/25/2013 12:41:24 AM by Web Comment Form
1	Transportation officials who are part of 202 planning were to have taken cultural awareness trainings put on by the Gila River Indian Community, as stated by Community Manager David White. When were those trainings conducted, what GRIC department conducted them, and what were the policy shifts, if any, that resulted from the cultural awareness trainings?
2	Was the Section 106 process for South Mountain ever begun between the Tribal Historic Preservation Office and the Arizona Department of Transportation? If no, when can GRIC expect that process to start, in order to comply with the Religious Freedom and Restoration Act, as well as the National Historic Preservation Act?
3	If the freeway were to be built, what type of assurances are there that air quality assessments for Gila River and Maricopa County will be kept separate? Gila River brought honor to our community when GRIC was awarded a Clean Air Excellence award by the Environmental Protection Agency. Our community does not want any of our air quality measurements to fall under the
4	On January 19, 2011, the Environmental Protection Agency Regional Administrator signed the Gila River Indian Community's (GRIC) Tribal Implementation Program (TIP) into effect. The effect of this action was to make the TIP federally enforceable. The TIP regulates air quality within the boundaries of Gila River, and its purpose is to enforce air quality standards in the GRIC reservation. Within the TIP, there are ordinances that require GRICDEQ staff, tribal attorneys, and if needed, the GRIC tribal police, to assume civil and criminal enforcement actions against persons who violate clean air standards outlined in the TIP. If the E1 alignment is built, and air quality monitors in Gila River exceed PM10 and ozone standards, what will be the procedure for Gila River to prosecute federal agencies or persons whose actions violate clean air standards within the TIP?
5	On January 25, 2011 the State of Arizona withdrew plans for a State Implementation Plan (SIP) to meet particulate matter-10 standards in the Maricopa County PM-10 nonattainment area, thus failing to comply with provisions of the Clean Air Act. By withdrawing the SIP, the State of Arizona triggered a January 31, 2011 decision by the Environmental Protection Agency to begin a sanctions clock on Maricopa County, because the county's air quality plan does not adequately protect human health. What air quality permits will the Arizona Department of Transportation have to secure in order to begin construction on the E1 alignment in Maricopa County, especially in light of being under the sanctions clock by the EPA?
6	Because of South Mountain's religious and cultural significance to the Gila River Indian Community, the Salt River Pima-Maricopa Indian Community, and the Colorado River Indian Tribes, building the E1 alignment will have an adverse impact on the exercise of Native

Code	Issue	Response
1	Cultural Resources	Cultural sensitivity training sessions were held on May 24, 2010, June 14, 2010, December 28, 2010, and January 20, 2011. The training sessions were led the Gila River Indian Community's Tribal Historic Preservation Officer and by staff from the Gila River Indian Community's Cultural Resource Management Program. The purpose of the training was to raise awareness and sensitivity to cultural and natural resources that would be encountered by personnel as they conducted field investigations on Community land for the proposed Gila River Indian Community Alignment. The training was recommended by the Gila River Indian Community's Cultural Resources Standing Committee at the time they issued the right of entry to the South Mountain project team. The training did not result in policy shifts or scoping comments for the study. As noted on page 2-8 of the Draft and Final Environmental Impact Statement, the coordinated referendum occurred in February 2012, and Community members voted in favor of the no-build option. Therefore, the Gila River Indian Community Alignment was eliminated from further study.
2	Cultural Resources	<p>Section 106 of the National Historic Preservation Act requires a government-to-government relationship between the Federal Government and Indian tribes as described beginning on page 4-140 of the Final Environmental Impact Statement. Section 106 requires that federal agencies take into account the effects of their undertakings on historic properties. This process requires consultation with tribal authorities. Consultation has occurred with Gila River Indian Community government officials, the Tribal Historic Preservation Officer, the Cultural Resource Management Program, many different tribal authorities, and the State Historic Preservation Office. The consultation has resulted in concurrence from the Gila River Indian Community Tribal Historic Preservation Office and the State Historic Preservation Office on National Register of Historic Places eligibility recommendations (including traditional cultural properties), project effects, and proposed mitigation and measures to minimize harm. This consultation has been ongoing and will continue until any commitments in a record of decision are completed. In 2003, the Federal Highway Administration and Arizona Department of Transportation initiated National Historic Preservation Act Section 106 consultations with all Native American tribes that claimed cultural affiliation to the Study Area. Consultations were initiated with the Ak-Chin Indian Community, Gila River Indian Community, the Hopi Tribe, the Salt River Pima-Maricopa Indian Community, the Tohono O'odham Nation, the Yavapai-Apache Tribe, and the Yavapai-Prescott Indian Tribe.</p> <p>As noted in Table 4-47 that begins on page 4-145 of the Final Environmental Impact Statement, the Gila River Indian Community was consulted in 2003 with subsequent contact in 2005, 2006, 2007, 2008, 2010, 2011, 2012, and 2013. This supports an early and continued consultation with the Gila River Indian Community related to resources of importance.</p> <p>In 2005, the Federal Highway Administration and Arizona Department of Transportation consulted with all Native American tribes in Arizona to ensure all interested Native Americans were included in the process and had the opportunity to communicate their concerns. These tribes were the Ak-Chin Indian Community, the Chemehuevi Tribe, the Cocopah Tribe, the Colorado River Indian Tribe, the Fort McDowell Yavapai Nation, the Fort Mojave Tribe, the Fort Yuma-Quechan Tribe, the Gila River Indian Community, the Havasupai Tribe, the Hopi Tribe, the Hualapai Tribe, the Kaibab-Paiute Tribe, the Navajo Nation, the Pascua Yaqui Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community, the San Carlos</p>

(Response 2 continues on next page)



Code	Comment Document
6	<p>American religious beliefs. If MAG, ADOT, and the State of Arizona continue with plans to build the proposed E1 alignment, these agencies and the state will be violating parts of the Religious Freedom And Restoration Act (RFRA), specifically as defined in 42 U.S.C. Amendment 2000cc-5. The proposed E1 alignment would introduce visual, atmospheric, and audible elements that would diminish South Mountain's cultural and religious significance. Many O'odham feel that South Mountain is in eminent danger from construction plans that will impact their sacred site for all time. There has been a lack of good faith consultation with O'odham traditional religious leaders, and almost a complete lack of diligence in the Section 106 process with GRIC. When will ADOT begin to consult closely with O'odham religious leaders, and to also inform them that the proposed 202 extension is also part of the Maricopa Association of Governments' plan to build the Sun Corridor between Phoenix and Tucson?</p>
7	<p>Roughly 30 acres of the South Mountain Preserve would be taken to build the E1 alignment, and since a city park qualifies as a 4(f) resource, as it is a publicly owned park, why hasn't ADOT had to comply with a 1985 City of Phoenix provision that a roadway could not go through preserve land without having a public vote on the matter? Why was ADOT simply allowed to create a freeway proposal through a nature preserve without a public vote? How is ADOT going to be able to secure right of ways in a nature preserve?</p> <p>) Truck Traffic from Mexico and High-Sulfur Diesel; Truck Bypass Negated</p>
8	<p>The modeling of air pollution impacts in the DEIS do not include the additional air pollution from truck traffic from Mexico. The DEIS briefly mentions the issue, but it claims it has no way to know what impact this would be. Patently absurd.</p> <p>We should remember why the idea of a truck bypass came up in the first place, all those years ago. It is because there have been chronic issues about air quality in the Phoenix metro area, so bad and for so long that public policy makers suggested as one of the strategies to reduce particulate matter from truck exhaust in urban Maricopa County was to designate a bypass for truck traffic around the urban area. This bypass is also now the designated route of the Canamex Highway, and it is Interstate 8 (south of Casa Grande) to State Highway 85, to Interstate 10, west of the Phoenix metro area. If the South Mountain Freeway is built, the bypass route, which has few amenities, would be a substantially longer route, about 55-60 miles longer than the route using the SMF. There is no law that would force trucks to use the longer route, so it is entirely likely all these trucks would come through Phoenix, negating the whole bypass strategy, and negating a public policy decision. By completing the South Mountain Freeway, this would all be negated, but the reversal of this public policy decision is never mentioned in the DEIS.</p> <p>Further, trucks originating in Mexico will be fueled with diesel that doesn't meet the CARB diesel standards adopted by Arizona over a decade ago. In Mexico, there is no regulation about the sulfur in diesel fuel. In Arizona, the law was changed to allow only diesel fuel to be sold that has had 98% of the sulfur removed. This was another part of the strategy to bring</p>

Code	Issue	Response
2 (cont.)		<p>Apache Tribe, the San Juan Southern Paiute, the Tohono O'odham Nation, the Tonto Apache Tribe, the White Mountain Apache Tribe, the Yavapai-Apache Tribe, and the Yavapai-Prescott Indian Tribe. Most of these tribes did not express an interest in the proposed project.</p> <p>The Ak-Chin Indian Community, the Salt River Pima-Maricopa Indian Community, and the Tohono O'odham deferred to the Gila River Indian Community to take the lead with Section 106 consultations on this proposed action project.</p> <p>Consultation with Native America tribes has been extensive and demonstrates a reasonable and good faith effort to include all interested Native American tribes in the process to take their concerns seriously in the planning effort.</p>
3	Air Quality	<p>The Clean Air Excellence Award was awarded to the Gila River Indian Community Department of Environmental Quality Air Quality Program Team based on the development of a multi-program Air Quality Management Plan to regulate air quality, the first of its kind for an Indian Community. The award was not in any way an indication of the quality of the air within Gila River Indian Community land. The Gila River Indian Community is not included in the Maricopa County Carbon Monoxide Maintenance Area or the Maricopa 8-hour Ozone Nonattainment Area. The northern part of the Gila River Indian Community is within the Maricopa County Particulate Matter Nonattainment Area (see Figure 4-20 on pages 4-61 and 4-71 of the Draft and Final Environmental Impact Statements, respectively). The Community is part of the Maricopa Association of Governments and as such is included in air quality conformity demonstrations for the Maricopa Association of Governments region.</p> <p>The air quality assessment for the proposed freeway analyzed impacts from carbon monoxide and particulate matter (PM<sub>10</sub>) and followed U.S. Environmental Protection Agency guidelines. No violations of either the carbon monoxide or particulate matter (PM<sub>10</sub>) standards were identified, even at worst-case locations along the project corridor. Thus, the carbon monoxide and particulate analyses demonstrated that the proposed freeway would not contribute to any new localized violations, increase the frequency or severity of any existing violation or delay timely attainment of the National Ambient Air Quality Standards or any required interim emissions reductions or other milestones. For mobile source air toxics, the analysis showed that for the Study Area, constructing the freeway would have a marginal effect on annual emissions in 2025 and 2035 (less than a 1 percent difference in total annual emissions between the Preferred Alternative and No-Action Alternative). With the Preferred Alternative in 2035, modeled mobile source air toxics emissions would decrease by 57 percent to more than 90 percent, depending on the pollutant, despite a 47 percent increase in vehicle miles traveled in the Study Area compared with 2012 conditions. The air quality analyses were updated for the Final Environmental Impact Statement, including a quantitative particulate matter (PM<sub>10</sub>) analysis, and are more fully described beginning on page 4-68 of the Final Environmental Impact Statement.</p> <p>Congestion relief resulting from the proposed freeway would provide localized air quality emissions reductions on area freeways and arterial streets and at interchanges, benefiting users of area highways and those living near congested roads.</p>

Code	Comment Document
	<p>Maricopa County into compliance with the particulate matter standards required by the Clean Air Act (CAA). There was extensive modeling of the effect of adopting the CARB diesel standards and a discussion of this at the Arizona legislature, where it passed, so the data is in government hands. Also, we know exactly the number of trucks arriving from Mexico and their destinations in the US, so this is data that is available for the DEIS. And again, the reversal of this public policy decision is never mentioned in the DEIS.</p> <p>Once this additional pollution is honestly quantified and factored in, there would be a huge net increase in air pollution from the SMF, and associated increases in asthma, heart disease, premature death, and other adverse health impacts.</p> <p>2) Air Toxics Already a Crisis but Not Mentioned</p> <p>In 2005, there was an extensive air monitoring of certain toxic chemicals (air toxics) conducted by EPA and ADEQ in a joint effort named the Joint Air Toxics Assessment Program (JATAP). The monitoring sites included a site near St. Johns on the GRIC, and some in west Phoenix and South Phoenix. The JATAP monitoring results were reported in 2006, during a time the data for the DEIS was being gathered, and it found levels of certain toxic chemicals associated with vehicular emissions were above the standard of a one in a million chance of cancer in a lifetime of exposure in the west Phoenix, south Phoenix, and GRIC sites. The JATAP monitoring found in the high end of the monitoring levels, formaldehyde at 34 times this standard; benzene at 8 times this standard, 1,3 butadiene at 7.5 times this standard, acetaldehyde at 3.4 times this standard. And, remember, citizens are being subjected to all of these carcinogens, not just one. Some of these chemicals are attributed to “mobile sources,” or vehicular traffic burning hydrocarbons.</p> <p>Obviously, adding more vehicular traffic emissions by building a freeway where there had not been one would add to this toxic burden.</p> <p>The JATAP results are not included in the DEIS, but instead there is a strange missive about the uncertainty of the risk from these air toxics standards, which is simply not true. The cancer risk standards have been promulgated and published by EPA after extensive research and study, and they are well-known.</p> <p>3) Risks from Hazardous Materials Transportation Incidents Due to the SMF</p> <p>There are no industries using and emitting toxic chemicals in Ahwatukee Foothills, and no hazardous materials (hazmat) transportation issues and risks because none of these chemicals, other than gasoline and diesel, are being shipped into the area, other than incidentally adjacent on Interstate 10, which is east of the area. Since the NEPA process started, Ahwatukee Foothills residents and others have consistently raised concerns about the added risks from the transportation of hazmat on the new SMF, and in doing so they have consistently voiced concerns regarding the additional problems with hazmat response</p>

Code	Issue	Response
4	Air Quality	The Gila River Indian Community’s primary purpose for developing the Tribal Implementation Plan and the Air Quality Management Plan is to provide a regulatory structure for industrial sources that were not permitted by the Gila River Indian Community nor U.S. Environmental Protection Agency. The Gila River Indian Community’s regulatory authority is limited to enforcement of these permitted facilities.
5	Air Quality	<p>In May 2012, the Arizona Department of Environmental Quality submitted a revised Maricopa Association of Governments 2012 Five Percent Plan for the region. On July 20, 2012, the U.S. Environmental Protection Agency made an official finding that the Maricopa Association of Governments 2012 Five Percent Plan was administratively complete. This decision ended the sanctions clocks associated with Arizona’s decision to withdraw the Maricopa Association of Governments 2007 Five Percent Plan. On February 6, 2014, the U.S. Environmental Protection Agency published a notice in the <i>Federal Register</i> proposing to approve the Maricopa Association of Governments 2012 <i>Five Percent Plan for Attainment of the PM-10 Standard</i> for the Maricopa County Nonattainment Area. In the same notice, the U.S. Environmental Protection Agency stated that it would concur with exceptional event (as a result of haboobs and dust storms) documentation prepared by the Arizona Department of Environmental Quality, which would give the region the 3 years of clean data needed for attainment of the particulate matter (PM<sub>10</sub>) 24-hour standard. Finally on May 30, 2014, the U.S. Environmental Protection Agency approved the 2012 Five Percent Plan and found the area in attainment of the 24-hour particulate matter (PM<sub>10</sub>) standard based on monitoring data for the years 2010 to 2012 (see page 4-72 of the Final Environmental Impact Statement for more information).</p> <p>The air quality assessment for the proposed freeway analyzed impacts from carbon monoxide and particulate matter (PM<sub>10</sub>) and followed U.S. Environmental Protection Agency guidelines. No violations of either the carbon monoxide or particulate matter (PM<sub>10</sub>) standards were identified, even at worst-case locations along the project corridor. Thus, the carbon monoxide and particulate analyses demonstrated that the proposed freeway would not contribute to any new localized violations, increase the frequency or severity of any existing violation or delay timely attainment of the National Ambient Air Quality Standards or any required interim emissions reductions or other milestones.</p> <p>The Arizona Department of Transportation will need to obtain dust control permits from Maricopa County Air Quality Department. These requirements are typical for this type of project.</p>

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	<p>in the affected area. Ahwatukee Foothills has its own unique layout and design, sometimes characterized as a large cul-de-sac, and in the event of a hazmat incident requiring shelter in place, or especially involving evacuation, there would be particular problems and risks. Due to the proximity of schools, parks, and other public facilities, there would have to be extensive planning and drills for shelter in place and evacuation, an assessment of the types and amounts of hazmat traffic and the chemicals involved, and much more. NEPA requires examination of cultural, social, and economic impacts, and the new hazmat traffic and risks caused by the SMF would affect all of these topic areas.</p> <p>The data about the types and amounts of hazmat on the highways is collected and analyzed periodically by the Arizona State Emergency Response Commission using federal funds, in something called a Commodity Flow Study, which also includes hazmat moved by rail. So an agency of the state government has this information. In a real DEIS, the analysis of this data is common.</p> <p>But there is nothing in the DEIS that even mentions the hazmat transportation and risks issue! This raises many issues, from the \$20 million spent on this deficient study, to the scoping for the DEIS that was designed to restrict citizen input rather than allowing and encouraging it, to the blatant ignoring of actual, well documented statements of these concerns by citizens.</p> <p>Hazardous Materials has been mostly limited in the DEIS to a discussion of hazardous materials that might be encountered in the soils during construction. Yet, despite this alleged concern, the fact that the proposed path of the freeway crosses contaminated property near Interstate 10 near 55th Avenue is neither mentioned or examined, much less the financial liability the taxpayers might be assuming by purchasing the contaminated property. That would certainly be an economic impact.</p> <p>4) More Air Quality Issues: The Straw That Broke the Camel's Back</p> <p>The portion of Maricopa County that is characterized as the Phoenix metro area has had problems for decades meeting the air quality standards for particulate matter (PM) and other criteria pollutants. (Ozone levels are too high in the East Valley and Fountain Hills, for example.) There have been several exceedances of the standards for PM set by EPA under the authorities given the agency by the Clean Air Act (CAA). The problem has been so bad over the years that every possible delay and postponement allowed under the CAA to come up with a plan to meet regulatory levels of particulate matter have now been exhausted. So, currently, EPA is examining sanctions that include blocking a billion dollars in highway funds. The Arizona Department of Environmental Quality has tried to explain away the several exceedances of the PM standards in the last year or so by blaming it on dust storms and weather-related problems. (Having reviewed the ADEQ arguments, I don't believe it was all related to weather.)</p>

11

Code	Issue	Response
6	Cultural Resources	<p>Since the beginning of the environmental impact statement process, the Federal Highway Administration and Arizona Department of Transportation have been carrying out cultural resources studies and engaging in ongoing, open consultation with the Gila River Indian Community Tribal Historic Preservation Office regarding the identification and evaluation of places of religious and cultural importance to the tribe that may be adversely affected by the proposed freeway. Such places are referred to as traditional cultural properties. As a result of these discussions and of studies conducted by the Gila River Indian Community's Cultural Resource Management Program, the Gila River Indian Community has identified traditional cultural properties that are eligible for listing in the National Register of Historic Places and that could be affected by construction of the proposed freeway. In certain cases, listing these properties on the National Register of Historic Places may offer them protection under Section 4(f) of the Department of Transportation Act. The traditional cultural properties identified are culturally important to other Native American tribes as well. For more discussion of traditional cultural properties, see the section, <i>Cultural Resources</i>, beginning on page 4-140 of the Final Environmental Impact Statement and pages 5-26 through 5-28.</p> <p>Section 106 of the National Historic Preservation Act requires a government-to-government relationship between the Federal Government and Indian tribes as described beginning on page 4-140 of the Final Environmental Impact Statement. Section 106 requires that federal agencies take into account the effects of their undertakings on historic properties. This process requires consultation with tribal authorities. Consultation has occurred with Gila River Indian Community government officials, the Tribal Historic Preservation Officer, the Cultural Resource Management Program, many different tribal authorities, and the State Historic Preservation Office. The consultation has resulted in concurrence from the Gila River Indian Community Tribal Historic Preservation Office and the State Historic Preservation Office on National Register of Historic Places eligibility recommendations (including traditional cultural properties), project effects, and proposed mitigation and measures to minimize harm. This consultation has been ongoing and will continue until any commitments in a record of decision are completed.</p> <p>The Draft Environmental Impact Statement, after consultation and coordination efforts, accommodates and preserves (to the fullest extent possible from the available alternatives) access to the South Mountains for religious practices. A very small portion of the mountain would be impacted by the proposed freeway (less than 0.03 percent of the total area). Although the Draft Environmental Impact Statement describes the impact on the South Mountains as adverse, Native Americans would not be kept from practicing their beliefs, access to the mountain would be maintained, and mitigation measures would be implemented based on input from members of the Community.</p> <p>As detailed in Chapter 1, <i>Purpose and Need</i>, in the Final Environmental Impact Statements, the proposed action is needed to address local capacity deficiencies, not to address the Sun Corridor between Tucson and Phoenix, and has been developed in response to local growth in population, housing, employment, and travel levels. As further discussed, on page 1-5 of the Final Environmental Impact Statements, the proposed action is based on logical termini, sufficient length, independent utility, projected travel needs, and construction priorities. The proposed action is not needed in response to national freight movement, nor is it intended to provide service primarily for freight movement.</p>

(Responses continue on next page)



Code	Comment Document
	<p>Almost every one of these PM exceedances have been detected at the air quality monitor at 43rd Avenue and Broadway Road. The placement of a freeway about a mile to a mile and a half upwind from a monitor that has had all these high levels seems foolish and short sighted. And of course, the impacts and risks of this are not examined in the DEIS. Nor does the DEIS examine the dust that would be kicked up during the construction phase, when thousands of tons of dirt would be moved around upwind of the monitor. The proposed path of the South Mountain Freeway would take it over the Salt River bed. To construct the bridges would involve extensive earthmoving. Also, blasting South Mountain would also release enormous amounts of dust (PM), and the natural wind currents and prevailing wind patterns would push this PM toward the air monitor at 43rd Avenue.</p> <p>The South Mountain Freeway could therefore be the most expensive freeway ever built. Not only the construction costs, and the \$20 million already spent on the bogus DEIS, but then there would be the loss of the billion dollars in highway funds. This is a gift that keeps on giving, or taking, as there would be subsequent billions lost through the years due to PM exceedances.</p> <p>12 5) Traffic Congestion Issues at West I-10 Junction</p> <p>The junction of the South Mountain Freeway on its west end with Interstate 10 may have been an idea conceived many years ago, but the traffic congestion that exists at the area between 59th and 51st Avenues on that freeway during morning and evening rush hours is already more than extreme. It is like a parking lot. Yet there is no mention in the DEIS of the cumulative impacts and effects of traffic congestion at that proposed junction. (A long line of vehicles sitting with engines idling while waiting to get on Interstate 10 at the junction with the SMF would also likely impact the aforementioned air monitor at 43rd Avenue and Broadway.)</p> <p>There is much talk about the problems at the Broadway Curve, which is near the confluence of Highway 60, the 143, and Interstate 10. Let us be reminded that the Maricopa Association of Governments (MAG) and ADOT caused this problem through their shortsightedness and design problems. They planned these traffic nightmares. So now these same agencies, failed agencies, want to do this South Mountain Freeway. Will we be talking about the new junction in west Phoenix in the same way?</p> <p>ADOT already completely ignored the recommendations of the original SMCAT, the group ADOT formed to skirt the proper NEPA scoping, in choosing the proposed alignment. The SMCAT, after months of study, had recommended that the SMF connect to the 101 on the west. So ADOT ignored even the recommendations of its own group and planned the SMF to connect with the I-10 at the currently proposed alignment.</p> <p>This leaves a large question: If ADOT did that at that time long ago, what is to stop it from completely ignoring the current SMCAT should SMCAT vote for a “NO BUILD” option?</p>

Code	Issue	Response
7	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
8	Trucks	
9	Air Quality	<p>Assessment of mobile source air toxics is presented in the Draft Environmental Impact Statement beginning on page 4-68 and the summary information about the findings of the Joint Air Toxics Assessment Project study is provided as background information in the Draft and Final Environmental Impact Statements, but the study itself is not relevant to the type of analysis done pursuant to the Federal Highway Administration’s mobile source air toxics guidance, which is an emissions analysis. Monitored ambient concentrations of mobile source air toxics (the focus of the Joint Air Toxics Assessment Project) do not inform this type of analysis. While monitoring data can be useful for defining current conditions in the affected environment (to the extent that the monitoring data are current), they don’t tell us anything about future conditions, or the impacts of the project itself, which is why an emissions analysis was performed. The mobile source air toxic analysis presented beginning on page 4-77 of the Final Environmental Impact Statement is an estimated inventory of mobile source air toxic emissions for the entire Study Area for 2025 and 2035. This approach was used because the inventory estimate accounts for changes in traffic and emissions on all roadways affected by a proposed project, and would, therefore, be a more reliable predictor of changes in exposure to mobile source air toxics.</p> <p>The mobile source air toxics emission modeling developed for the project (which factored in the U.S. Environmental Protection Agency’s recent rules for the 2035 analyses) and discussed beginning on page 4-77 of the Final Environmental Impact Statement found little difference in total annual emissions of mobile source air toxics emissions between the Preferred and No-Action Alternatives (less than a 1 percent difference) in 2025 and 2035. With the Preferred Alternative in 2035, modeled mobile source air toxics emissions would decrease by 57 percent to more than 90 percent, depending on the pollutant, despite a 47 percent increase in vehicle miles traveled in the Study Area compared with 2012 conditions.</p> <p>Available information from the U.S. Environmental Protection Agency indicates that mobile source air toxics are a small component of overall cancer risk, and the analysis for the Final Environmental Impact Statement indicates both that the Preferred Alternative would result in a small change in the emissions contributing to this risk and that emissions will decline by a large amount regardless of alternative.</p> <p>As discussed on page 4-79 of the Final Environmental Impact Statement, results from a health risk assessment would be influenced more by the uncertainty introduced into the process through assumptions and speculations rather than by genuine insight into the actual health impacts directly attributable to mobile source air toxic exposure associated with a project. Therefore, outcomes of such a health risk assessment do not provide useful information for decision makers, as required by 40 Code of Federal Regulations Section 1502.1. The Federal Highway Administration emissions analysis meets the requirement to produce information that is useful for both disclosure and decision making because it allows the public and decision makers to see which alternative has less mobile source air toxic emissions, with much less uncertainty than a health risk assessment.</p>

(Response 9 continues on next page)

Code	Comment Document
13	<p>6) Blasting South Mountain: Religious and Racial Discrimination and Civil Rights Violations in SMF DEIS</p> <p>The DEIS clearly discriminates on the basis of religion and race, and the ongoing ADOT plans for blasting Muhadagi Doog (South Mountain) are ongoing civil rights violations.</p> <p>Throughout the DEIS, it is acknowledged that the GRIC and other native American tribes hold Muhadagi Doog as a sacred site. From the actual language of the DEIS: "The South Mountains are highly valued and considered sacred by some Native American communities. The Community, which includes the Akimel O’odham (River Pima) and Pee Posh (Maricopa) tribes, and other Native American entities—including the Colorado River Indian Tribes and three O’odham groups: the Salt River Pima-Maricopa Indian Community, the Ak-Chin Community, and the Tohono O’odham Nation—consider the South Mountains to play a role in their cultures, identities, histories, and oral traditions."</p> <p>There is plenty of correspondence in the DEIS and its Appendices in which the GRIC repeatedly asserts and reminds ADOT of this, to no avail. ADOT plans to blast Muhadagi Doog.</p> <p>If we were to take a look at the same issue and frame it as a danger to a sacred site that plays a role in cultures, identities, histories, and oral traditions of a white, European-based religion, such as the Vatican, a sacred site for the Roman Catholic Church, we can illuminate how this is clearly religious discrimination, and likely racial discrimination. If Rome, Italy decided there needed to be a freeway that needed to take out part of the Vatican, well, that would just be unthinkable to the people there of the Roman Catholic faith. Think of the outrage and outcry such a proposal would muster, even worldwide!</p> <p>So what is the difference between the Vatican and Roman Catholics' beliefs, and Muhadagi Doog and the "Native American entities?"</p> <p>This attitude and planned action deliberately and intentionally violates the civil rights of the "Native American entities." In a 1979 consultation on the issue, the United States commission on civil rights defined religious discrimination in relation to the civil rights guaranteed by the Fourteenth Amendment to the United States Constitution. [Section 1. All persons born or naturalized in the United States, and subject to the jurisdiction thereof, are citizens of the United States and of the State wherein they reside. No State shall make or enforce any law which shall abridge the privileges or immunities of citizens of the United States; nor shall any State deprive any person of life, liberty, or property, without due process of law; nor deny to any person within its jurisdiction the equal protection of the laws.] As for racial discrimination, the equal protection clause was originally added to deal with the lack of equal protection provided by law to all in the course of administering justice in the states that had Black codes.</p> <p>The United States commission on civil rights noted, "Whereas religious civil liberties, such as</p>

Code	Issue	Response
9 (cont.)		<p>Given the uncertainty of a mobile source air toxic health risk assessment, the Federal Highway Administration instead addresses the potential impacts of mobile source air toxics through an emissions assessment in its National Environmental Policy Act documents. For smaller projects with a lower likelihood of a meaningful impact, this discussion is qualitative. For larger projects, emissions analysis is conducted. The Federal Highway Administration approach is consistent with the Council on Environmental Quality’s direction in 40 Code of Federal Regulations Section 1502.2(b) to discuss impacts in proportion to their significance. The results of an emissions analysis can be summarized concisely in a National Environmental Policy Act document and provide useful information for decision makers (e.g., an alternative that has lower emissions is likely to be “better” from a mobile source air toxics health risk standpoint than one that has higher emissions).</p> <p>While the U.S. Environmental Protection Agency and the Federal Highway Administration both agree on the usefulness of addressing mobile source air toxics in National Environmental Policy Act documents for highway projects, the agencies disagree about the value of health risk assessment as a method for doing so.</p> <p>Another consideration with respect to health impacts is that the Preferred Alternative would also reduce in-vehicle mobile source air toxics exposure as opposed to the No Action Alternative. The U.S. Environmental Protection Agency has found that in-vehicle benzene concentrations were between 2.5 and 40 times higher than nearby ambient concentrations, based on a review of studies discussed in the Regulatory Impact Analysis for the U.S. Environmental Protection Agency’s 2007 mobile source air toxics rule-making (Final Regulatory Impact Analysis, Environmental Protection Agency 420-R- 07-002, 3-17 [February 2007]). Construction of the Preferred Alternative would result in a reduction in benzene exposure to drivers and passengers for two reasons: decreased travel times (motorists would spend less time in traffic to reach their destinations) and lower emissions rates (attributable to speed improvements). Reducing on-road exposure would provide a health benefit for motorists using the roadway network. Congestion relief resulting from the proposed freeway would provide localized air quality emissions reductions on area freeways and arterial streets and at interchanges, benefiting users of area highways and those living near congested roads.</p>
10	Hazardous Materials	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>

Code	Comment Document
	<p>the right to hold or not to hold a religious belief, are essential for Freedom of Religion (in the United States secured by the First Amendment), religious discrimination occurs when someone is denied "the equal protection of the laws, equality of status under the law, equal treatment in the administration of justice, and equality of opportunity and access to employment, education, housing, public services and facilities, and public accommodation because of their exercise of their right to religious freedom." (Emphasis added.)</p> <p>Also, the American Indian Religious Freedom Act (commonly abbreviated to AIRFA) is a US federal law and a joint resolution of Congress that was passed in 1978. It was created to protect and preserve the traditional religious rights and cultural practices of American Indians, Eskimos, Aleuts and Native Hawaiians. These rights include, but are not limited to, access of sacred sites, repatriation of sacred objects held in museums, freedom to worship through ceremonial and traditional rites, including within prisons, and use and possession of objects considered sacred. (Emphasis added.) The Act required policies of all governmental agencies to eliminate interference with the free exercise of Native religion (Emphasis added.), based on the First Amendment, and to accommodate access to and use of religious sites to the extent that the use is practicable and is not inconsistent with an agency's essential functions. It also acknowledged the prior violation of that right.</p> <p>Clearly, the No Build Alternative is the only viable option that does not constitute a violation of the 14th Amendment to the Constitution and a violation of the American Indian Religious Freedom Act as any freeway alternative proposed in the DEIS of the South Mountain Freeway requires blasting away part of Muhadagi Doog.</p>

Code	Issue	Response
11	Air Quality	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. A response to this issue can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>In May 2012, the Arizona Department of Environmental Quality submitted a revised Maricopa Association of Governments 2012 Five Percent Plan for the region. On July 20, 2012, the U.S. Environmental Protection Agency made an official finding that the Maricopa Association of Governments 2012 Five Percent Plan was administratively complete. This decision ended the sanctions clocks associated with Arizona’s decision to withdraw the Maricopa Association of Governments 2007 Five Percent Plan. On February 6, 2014, the U.S. Environmental Protection Agency published a notice in the <i>Federal Register</i> proposing to approve the Maricopa Association of Governments <i>2012 Five Percent Plan for Attainment of the PM-10 Standard</i> for the Maricopa County Nonattainment Area. In the same notice, the U.S. Environmental Protection Agency stated that it would concur with exceptional event (as a result of haboobs and dust storms) documentation prepared by the Arizona Department of Environmental Quality, which would give the region the 3 years of clean data needed for attainment of the particulate matter (PM<sub>10</sub>) 24-hour standard. Finally on May 30, 2014, the U.S. Environmental Protection Agency approved the 2012 Five Percent Plan and found the area in attainment of the 24-hour particulate matter (PM<sub>10</sub>) standard based on monitoring data for the years 2010 to 2012 (see page 4-72 of the Final Environmental Impact Statement for more information).</p>
12	Alternatives, W59 Alternative Versus W101 Alternative	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. A response to this issue can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>Analysis of impacts in future conditions accounted for cumulative effects of the planned 2035 roadway network including the proposed freeway. 40 Code of Federal Regulations § 1508.7 defines cumulative impacts as “the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions.” The future conditions with and without the proposed freeway are presented in Figure 3-40 on page 3-66 of the Final Environmental Impact Statement. As noted on page 1-13 of the Final Environmental Impact Statement, the 2035 transportation network includes all improvements from the Maricopa Association of Governments <i>Regional Transportation Plan</i> except for the proposed freeway in the Study Area. The traffic projections also included Maricopa Association of Governments’ projected growth in population, housing, and employment in the Maricopa Association of Governments region, which can result from public or private actions.</p>

Code	Comment Document

Code	Issue	Response
13	Environmental Justice/Lifestyle	<p>The Draft Environmental Impact Statement describes a decade-long consultation and coordination effort led by the Arizona Department of Transportation and the Federal Highway Administration with the Gila River Indian Community and other Native American tribes. As a result of the consultation, the cultural importance of the South Mountains is acknowledged in the Draft Environmental Impact Statement in several locations, notably page 5-26. The proposed project, would accommodate and preserve (to the fullest extent possible from the available alternatives) access to the South Mountains for religious practices.</p> <p>Section 106 of the National Historic Preservation Act requires a government-to-government relationship between the Federal Government and Indian tribes as described beginning on page 4-140 of the Final Environmental Impact Statement. Section 106 requires federal agencies take into account the effects of their undertakings on historic properties and requires consultation with tribal authorities. Consultation has occurred with Gila River Indian Community government officials, the Tribal Historic Preservation Officer, the Cultural Resource Management Program, other tribes, and the State Historic Preservation Office and has led to concurrence from the Gila River Indian Community Tribal Historic Preservation Office and the State Historic Preservation Office on National Register of Historic Places eligibility recommendations (including traditional cultural properties like the South Mountains), project effects, and proposed mitigation and measures to minimize harm. This consultation has been ongoing and will continue until any commitments in a record of decision are completed.</p> <p>The section entitled <i>Title VI and Environmental Justice</i>, beginning on page 4-29 in the Draft Environmental Impact Statement, presents acceptable methods, data, and assumptions to assess the potential for disproportionately high and adverse effects from the proposed action on environmental justice populations and disparate impacts to populations protected under Title VI. Based on the content of the section, no such effects would result from the action alternatives.</p> <p>In light of comments received on the Draft Environmental Impact Statement, the above-referenced conclusions were confirmed in the preparation of the Final Environmental Impact Statement. To provide further clarity, the discussions of environmental justice and Title VI were separated and additional text explaining the relationship of environmental justice and Title VI to various environmental elements was added throughout Chapter 4, <i>Affected Environment, Environmental Consequences, and Mitigation</i>, as exemplified by the inserted text on page 4-29 of the Final Environmental Impact Statement.</p>



Code	Comment Document						
<div><div><div><div>1</div><div>2</div></div><div><div>3</div><div>4</div></div><div><div>5</div><div>6</div></div></div><div><div><div><div><div>SOUTH MOUNTAIN FREEWAY LETTER</div></div><div><table><tr><td>INCOMING CALL/COMMENT DATE: 8/14/2013</td><td>INCOMING CALL/COMMENT TIME:</td></tr><tr><td>CALLER: Ayalin Maher</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table></div><div><div>COMMENTS REMARKS/QUESTIONS:</div><div>The current DEIS does not currently address the following issues: Poor air quality for the community, increased health risks (childhood Leukemia, asthma, autism, coronary disease, cancer, and lung disease), traffic congestion, pollution of High-Sulfur Diesel, air toxics, Hazardous material transported near housing developments, and blasting along religious areas, Civil Rights violations, and racial discrimination.</div></div></div></div></div></div>		INCOMING CALL/COMMENT DATE: 8/14/2013	INCOMING CALL/COMMENT TIME:	CALLER: Ayalin Maher	CALLER ADDRESS:	PHONE:	EMAIL:
INCOMING CALL/COMMENT DATE: 8/14/2013	INCOMING CALL/COMMENT TIME:						
CALLER: Ayalin Maher	CALLER ADDRESS:						
PHONE:	EMAIL:						

Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Health Effects	
3	Purpose and Need	Although the region’s freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22).  Congestion relief resulting from the proposed freeway would provide localized reductions on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
4	Hazardous Materials	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Cultural Resources	



Code	Comment Document

Code	Issue	Response
6	Environmental Justice/Lifestyle	<p>The Draft Environmental Impact Statement describes a decade-long consultation and coordination effort led by the Arizona Department of Transportation and the Federal Highway Administration with the Gila River Indian Community and other Native American tribes. As a result of the consultation, the cultural importance of the South Mountains is acknowledged in the Draft Environmental Impact Statement in several locations, notably page 5-26. The proposed project, would accommodate and preserve (to the fullest extent possible from the available alternatives) access to the South Mountains for religious practices.</p> <p>Section 106 of the National Historic Preservation Act requires a government-to-government relationship between the Federal Government and Indian tribes as described beginning on page 4-140 of the Final Environmental Impact Statement. Section 106 requires federal agencies take into account the effects of their undertakings on historic properties and requires consultation with tribal authorities. Consultation has occurred with Gila River Indian Community government officials, the Tribal Historic Preservation Officer, the Cultural Resource Management Program, other tribes, and the State Historic Preservation Office and has led to concurrence from the Gila River Indian Community Tribal Historic Preservation Office and the State Historic Preservation Office on National Register of Historic Places eligibility recommendations (including traditional cultural properties like the South Mountains), project effects, and proposed mitigation and measures to minimize harm. This consultation has been ongoing and will continue until any commitments in a record of decision are completed.</p> <p>The section entitled <i>Title VI and Environmental Justice</i>, beginning on page 4-29 in the Draft Environmental Impact Statement, presents acceptable methods, data, and assumptions to assess the potential for disproportionately high and adverse effects from the proposed action on environmental justice populations and disparate impacts to populations protected under Title VI. Based on the content of the section, no such effects would result from the action alternatives.</p> <p>In light of comments received on the Draft Environmental Impact Statement, the above-referenced conclusions were confirmed in the preparation of the Final Environmental Impact Statement. To provide further clarity, the discussions of environmental justice and Title VI were separated and additional text explaining the relationship of environmental justice and Title VI to various environmental elements was added throughout Chapter 4, <i>Affected Environment, Environmental Consequences, and Mitigation</i>, as exemplified by the inserted text on page 4-29 of the Final Environmental Impact Statement.</p>

Code	Comment Document
<p><b>SOUTH MOUNTAIN FREEWAY HOTLINE</b></p>	
INCOMING CALL/COMMENT DATE: 9/10/13	INCOMING CALL/COMMENT TIME:
CALLER: Louis Mante	CALLER ADDRESS:
PHONE: 602-605-8183	EMAIL:
<p><b>COMMENTER REMARKS/QUESTIONS:</b></p> <p>What happens after the DEIS ends</p>	

Code	Issue	Response
1	Public Involvement	The schedule for the next steps includes publishing the Final Environmental Impact Statement in 2014. A 60-day public review period will be provided. Then a record of decision would be published. If a build option is selected, construction could begin as early as 2015. Right-of-way acquisition would begin after a record of decision.

Code	Comment Document
	<p><b>Sent:</b> Friday, August 16, 2013 4:01 PM <b>To:</b> Nathan Pryor; Kelly Taft <b>Subject:</b> FW: Do not build the SMF 202</p> <hr/> <p><b>From:</b> <a href="mailto:webmaster@azmag.gov">webmaster@azmag.gov</a> [<a href="mailto:webmaster@azmag.gov">mailto:webmaster@azmag.gov</a>] <b>Sent:</b> Friday, August 16, 2013 3:54 PM <b>To:</b> Lindy Bauer <b>Subject:</b> Do not build the SMF 202</p> <p><b>Subject:</b> Do not build the SMF 202</p> <p><b>To:</b> Lindy Bauer</p> <p><b>Name of Sender:</b> Mike McAlister <b>Email Address:</b> <a href="mailto:flashteq@msn.com">flashteq@msn.com</a> <b>Organization:</b> <b>City/State:</b> , <b>Phone:</b></p> <p><b>Sent:</b> 8/16/2013 3:53:52 PM</p> <div><div>1</div><div>2</div></div> <p>The SMF will become a truck by-pass, introducing much more truck traffic into the region and increasing pollution. Do not build the SMF 202 along Pacos Road.</p> <hr/> <p>This email has been sent to you from the MAG Website.</p> <hr/>

Code	Issue	Response
1	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. A response to this issue can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Air Quality	

Code	Comment Document
<p><b>SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE</b></p>	
INCOMING CALL/COMMENT DATE: 7/31/2013	INCOMING CALL/COMMENT TIME:
CALLER: Marc Mignolet	CALLER ADDRESS: 15822 South 13th Place Phoenix, AZ 85048
PHONE:	EMAIL: marc03@asu.edu
<p><b>COMMENTER REMARKS/QUESTIONS:</b></p> <p>Dear Sir or Madam,</p> <p>My wife and I have read with interest the accounts of the latest report and developments in regards to the loop 202. We have been residents of the Foothills since 1995 and have been looking forward to a decrease in congestion the I-10 traffic for many years. Yet, the proposed alignment, in particular the East part, is simply not appropriate.</p> <p>While we are about 3/4 mile from Pecos, we will be affected very negatively by the freeway if it is built along Pecos:</p> <ol style="list-style-type: none"> <li>(1) the crimes/thefts are likely to increase dramatically with the much increased access. Being the "largest dead end" of the world has limited the unintended/crime driven traffic making the entire area a pretty safe area.</li> <li>(2) the traffic, especially of trucks, is likely to increase making the roads more congested and creating much danger for the schools many of which are close to Pecos</li> <li>(3) the noise, etc. will likely generate further decreases in house prices already much depressed.</li> </ol> <p>When we came, in 1995, it was the perception that the East alignment would be somewhat South of Pecos on the reservation. That is a perfect solution, it takes care of the I-10 traffic issue while disconnecting (mostly) the freeway from the entire Foothills, Club West, Lakewood, Mountain Park Ranch communities. It is my understanding that the tribe does not support the construction of the freeway but as in many problems, incentives are key...</p>	

Code	Issue	Response
1	Neighborhoods/ Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
2	Traffic	In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).
3	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Property Values	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; “Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor”). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
5	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<div><div>Milanovich</div><div>Document Created: 7/25/2013 1:48:36 AM by Web Comment Form</div><div><p>The Loop 202 South Mountain Freeway was envisioned decades ago, and included in plans approved by voters that built and expanded hundreds of miles of freeway across the Valley. While the South Mtn Fwy was lower on the priority level, other freeways were built or added capacity as part of a bigger plan. Without the reliever freeway, other communities will continue to suffer traffic tie-ups and bottlenecks. It's time to begin construction as soon as possible.</p><p>As we've seen, any crash on I-10 between the Broadway Curve and Chandler Boulevard quickly causes gridlock. Backups can quickly extend into Tempe, Mesa and Chandler. And when it's a bad one (like the deadly tanker truck fire at Chandler Blvd in 2011), there aren't many options. Neither Priest Drive nor 48th Street are really major thoroughfares North of Elliot. Because of that, even on a regular day, the I-10 is bumper-to-bumper most mornings. The wait to turn from Eastbound Elliot Road to Westbound I-10 can often take several cycles. A reliever freeway just South of Ahwatukee would funnel some traffic off of I-10, and during traffic events, would give drivers a much needed alternative.</p><p>That said, ADOT should look very closely at how they design and build this freeway. This is a one-time chance to create a new generation of freeway from scratch, with the best in safety and design standards. It should be a showcase for our state to be proud of, and for ADOT to win plenty of awards for.</p><p>At the Eastern end of the alignment, if the Pecos Road route is indeed the final decision, I strongly encourage ADOT to place the freeway below grade, like the US 60 and Loop 101 through Tempe. Because of the uniqueness of Ahwatukee, it would be best if the freeway not be seen, and dropping the lanes below grade would also help with noise pollution. Echoes from cars and trucks on I-10 already bounce off the mountain. An elevated or at-grade freeway would exasperate matters. Cross street overpasses should be placed at grade, and freeway lighting should use lower light standards where needed and practical. Many understand the concerns of those who live in the area. Lowering the freeway would be an acceptable way to address concerns about noise and property values.</p><p>At the Western end of the freeway, not connecting directly to the Loop 101/I-10 interchange is a recipe for disaster. With both the Cardinals and Coyotes playing in Glendale there will be many days (and especially nights) where you'll see folks in the East Valley jump on the South Mountain Freeway to get to the West side. But having to get off on I-10 and then go West to the Loop 101 would create new bottlenecks. Imagine what traffic on I-10 between the two freeways would look like for Monday Night Football? Or the Fiesta Bowl? The idea of this "reliever" freeway is to take traffic OFF of other freeways... especially Interstate 10. This would do the opposite. Anyone trying to use the freeway to bypass Phoenix traffic would still be caught in it, in a way defeating the purpose of the whole thing.</p><p>If the concern is about giving people access to Downtown Phoenix, then a suggestion would be consider extending the terminus of the SR 801/SR 30 project further East, looping it back to I-10 or to I-17 at the Durango Curve. That would be much better than dumping a bunch of traffic on I-10 halfway between the Loop 101 and I-17. The West side commute would become even more of a nightmare, and the next generation would have to expand I-10 to 16 lanes to fix it.</p></div></div>

Code	Issue	Response
1	Design	A depressed freeway option was evaluated in the Final Environmental Impact Statement and is described on pages 3-15 and 4-91. Although depressing the freeway would reduce noise levels, noise walls would still be needed to further reduce noise to meet the Arizona Department of Transportation noise policy. Whether the freeway is built aboveground with tall walls or belowground with shorter walls, the final mitigated noise levels would be nearly the same at nearby residences. The major disadvantage of building a depressed freeway would be the increased construction cost and the possible acquisition of additional right-of-way for pump stations and retention basins.
2	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Alternatives, W59 Alternative Versus W101 Alternative	

Code	Comment Document
	<p>Lastly, if for some unfortunate reason the final decision is “no build,” then I highly recommend cutting-off unrestricted access to the Loop 202 and I-10 at Pecos Road. Right now, drivers who use Pecos as their own personal freeway don’t even have to stop at a ramp meter before getting on either freeway. Of course they don’t want to see this freeway built. They’d have to share “their” road. There’s nowhere else in the Valley where anyone has such unrestricted access. If there were ramp meters on the fly-ramp to I-10, maybe the backup down to the US 60 each morning wouldn’t be as bad.</p> <p>Arguments by the GRIC about “destroying” the mountain are moot. There are already roads around the base of the mountain, parts cut away for homes and golf courses, and dozens of transmission towers at its summit. A freeway would not be any more intrusive, even if there was some blasting work done to create it.</p> <p>Complaints about potential pollution in the area (especially schools) are also hypocritical. Drivers who use Pecos add to the congestion on I-10, backing up traffic throughout Tempe, where several schools are located along the US 60. A reliever freeway may alleviate some of those backups, and improve quality of life in surrounding communities.</p> <p>Everyone knows ADOT needs to reconfigure the Broadway Curve. In order to do that, overpasses at 48th Street and Broadway Road will almost undoubtedly need to be torn down for future expansion of the I-10. The South Mountain Freeway should be built first. It will give drivers an alternative to get around what will likely be our own version of “Carmageddon.”</p> <p>I have lived in Tempe and now Ahwatukee for the better part of the last 20 years. When I first came here, I-10 was two lanes in each direction South/East of Baseline Road. The freeway plan that widened I-10 and allowed for the dramatic growth South of Baseline, is also the same plan that includes the South Mountain Freeway. No one’s saying we should go back to two lanes in each direction. No one’s calling for the demolition the access ramps from I-10 and Loop 202 to Pecos Road. And as such, no one should be saying “don’t build the freeway.”</p> <p>It’s time to turn the shovels and get to work!</p>

Code	Issue	Response



Code		Comment Document	
<b>SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE</b>			
INCOMING CALL/COMMENT DATE:		INCOMING CALL/COMMENT TIME:	
CALLER: LEWIS OKERT		CALLER ADDRESS:	
PHONE:		EMAIL: Lewisokert@aol.com	
<b>COMMENTS REMARKS/QUESTIONS:</b>			
I live on the route of the loop 202 in Ahwatukee, right along Pecos road. I need to know how much time I have left before I have to Move. Is there even a rough timeline on when homes will be bought. I live in the east 2700 block of Redwood Lane. Thank You, Lewis			

Code	Issue	Response
1	Acquisitions and Relocations	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>The schedule for the next steps includes publishing the Final Environmental Impact Statement in 2014. A 60-day public review period will be provided. Then a record of decision would be published. If a build option is selected, construction could begin as early as 2015. Right-of-way acquisition would begin after a record of decision.</p>





Code		Comment Document	
<b>SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE</b>			
INCOMING CALL/COMMENT DATE: 3/24/2014		INCOMING CALL/COMMENT TIME:	
CALLER: <b>Mary Patton</b>		CALLER ADDRESS: 8016 S. 69th Drive, Laveen, Arizona 85339	
PHONE: 480-251-178		EMAIL: M.Patton@elliottthomes.com	
<b>COMMENTS REMARKS/QUESTIONS:</b> <div> <div>1</div> <div> <p>Hi, would it be possible to request a packet of information along with a map regarding the 202 freeway and where it will be connecting to the I-10.</p> <p>Thank you,</p> </div> </div>			

Code	Issue	Response
1	Public Involvement	Maps and other materials are available on the project Web site <azdot.gov/southmountainfreeway>.



Code		Comment Document	
<b>SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE</b>			
INCOMING CALL/COMMENT DATE:		INCOMING CALL/COMMENT TIME:	
CALLER: Jim Radzik		CALLER ADDRESS: Storage Equipment Systems SE Corner 59th Ave/Washington St.	
PHONE: 602-269-1188		EMAIL:	
<b>COMMENTS REMARKS/QUESTIONS:</b>			

Code	Issue	Response
1		No comment noted.



Code	Comment Document						
<p><b>SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE</b></p> <table><tr><td>INCOMING CALL/COMMENT DATE:</td><td>INCOMING CALL/COMMENT TIME:</td></tr><tr><td>CALLER: Donna Snow</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL: carart617@hotmail.com</td></tr></table> <p><b>COMMENTS REMARKS/QUESTIONS:</b> Hello,</p> <p>I live in Laveen and I’ve been reviewing the information on the proposed Loop 202 South Mountain Freeway on the ADOT website. I have some questions about the information that was presented in the video about this project.</p> <div><div>1</div><p>The video states sound walls will be constructed to reduce noise. Assuming the preferred W59 alternative is adopted, where in Laveen would these walls be placed? Will the adjacent surface streets (such as Dobbins, Baseline and Broadway) be redone with rubberized asphalt? I live in Laveen Meadows (which is located near 67th Avenue and Baseline) and I currently experience significant traffic noise from Baseline even though my house is not next to Baseline. (My house is closer to the Laveen conveyance channel than it is to Baseline.) Since I currently hear considerable traffic noise during the morning rush hour and I would expect this freeway to generate even more traffic I would hope that using rubberized asphalts on these major streets is being planned to help mitigate some of these noise.</p></div> <div><div>3</div><p>Will any of the houses in Laveen be acquired by the City and if so, can you tell me approximately where these houses are located? I am very concerned about the impact of this project to the value of my home. I realize having convenient access to freeways is considered a “plus” but I also know that a home that is close to a highway where there is significant highway noise is not desirable.</p></div> <div><div>4</div></div>		INCOMING CALL/COMMENT DATE:	INCOMING CALL/COMMENT TIME:	CALLER: Donna Snow	CALLER ADDRESS:	PHONE:	EMAIL: carart617@hotmail.com
INCOMING CALL/COMMENT DATE:	INCOMING CALL/COMMENT TIME:						
CALLER: Donna Snow	CALLER ADDRESS:						
PHONE:	EMAIL: carart617@hotmail.com						

Code	Issue	Response
1	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.  Potential barrier locations are shown on Figures 4-26 through 4-29 beginning on page 4-90 of the Final Environmental Impact Statement.
2	Noise	Surface replacement of arterial streets is the responsibility of the local jurisdiction, such as the City of Phoenix. Rubberized asphalt will be applied to the freeway pavement.
3	Acquisitions and Relocations	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.  Aerial maps showing the proposed freeway (W59 and E1 Alternatives) are accessible through the project Web site, <azdot.gov/southmountainfreeway>.
4	Property Values	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the built environment and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; “Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor”). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.

Code	Comment Document
5	<p>The video also mentioned the Dobbins Road interchange was planned for a possible future connection with State Road 30. Can you please elaborate on this? I was unable to locate any information online about SR 30 in relation to the Loop 202 South Mountain Freeway (I did find information about the 303 and SR 30) so any information you can provide on this additional project would be greatly appreciated.</p> <p>Thank you in advance for your response.</p> <p>Sincerely,</p> <p>Donna Snow</p>

Code	Issue	Response
5	Design	The reference in the video was to State Route (SR) 30. The State Route 30 alignment is currently under study by the Arizona Department of Transportation.

Code		Comment Document	
<b>SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE</b>			
INCOMING CALL/COMMENT DATE:		INCOMING CALL/COMMENT TIME:	
CALLER: Jim St. Leger		CALLER ADDRESS:	
PHONE: 602.300.8873		EMAIL: jim.st.leger@intel.com	
<b>COMMENTS/REMARKS/QUESTIONS:</b> <div> <div>1</div> <p>Can you please help me understand how you can be working on the Loop 202 South Mountain Freeway when this still seems to be an unapproved project?Phoenix Area Projects for 2014 Loop 202 South Mountain Freeway Can you please provide some specifics on what work exactly AZ DOT will be doing on this project in 2014?Regards,Jim St. Leger 602.300.8873</p> </div>			

Code	Issue	Response
1	Public Involvement	The schedule for the next steps includes publishing the Final Environmental Impact Statement in 2014. A 60-day public review period will be provided. Then a record of decision would be published. If a build option is selected, construction could begin as early as 2015. Right-of-way acquisition would begin after a record of decision.





Code	Comment Document
	<p>Szarka</p> <p>Document Created: 7/25/2013 2:14:06 PM by Web Comment Form</p> <p>PMPC is steadfastly opposed to any alignment of the Loop 202 South Mountain Freeway that allows for trespass onto the Mountain Preserve or for any excavation into the South Mountain what so ever. These mountain preserves ensures a lifestyle that 80% of Arizona voters consistently support. The mountain preserves are unique and are for people and wildlife, not for vehicle trespass. PMPC does not agree with many of the DEIS assumptions finding them objectionable and deficient in the following analysis areas.</p> <p>Unexceprable Pre-Decisional Actions: ADOT has made some pre-decisional actions with the purchase of property before the Draft Environmental Impact Statement (DEIS) was released. Phoenix Mountains Preservation Council (PMPC) questions the legality of this action and the entire DEIS when it appears ADOT has already made considerable financial investment to establish the alignment for the South Mountain Freeway rather than follow the prescribed process.</p> <p>Dismal Wildlife Connectivity: The DEIS does not meet the minimal requirements for coordination and analysis of wildlife resources. The Arizona Game and Fish Department was consulted in 2009 during scoping. The current connection to the Estrella Mountains allows for passage of mule deer, javelina, bobcat, and mountain lion. There is no evidence of further efforts to ascertain wildlife connectivity needs or possible mitigation. The Sonoran desert tortoise provides additional evidence of inadequate cumulative analysis given its status as a U.S. Fish &amp; Wildlife Service's candidate species. The mountain ridge area slated for demolition meets the definition for the tortoise's habitat.</p> <p>Unreasonable Taking of Mountain Preservation Lands: The DEIS states in Figure 5-7 Public Parkland the avoidance of taking over 30 acres of the Preserve is "not prudent and feasible". The taking of this mountainside will destroy important archeological, spiritual, cultural and recreational sites with no realistic or reasonable mitigation possible in the study. The study failed to recognize and address new two trails, Gila and Bursera Trails, created in the southwest end of the Preserve in 2010.</p> <p>Outdated Data Projections Used: The DEIS is based on outdated data projections that are now six to eight years old. The analysis does not acknowledge the impact the major economic downturn had and it brings into question the validity of projected growth levels put forth in the DEIS. In all the alternative studies, the DEIS does not provide one alternative analysis to the demolition of the southwest ridges of South Mountain. Furthermore, nowhere in this study is there an assessment of hazardous material truck traffic nor any mention of managing this truck traffic and the consequences of a serious hazard waste incident.</p> <p>Over 3 million visitors come to South Mountain Park/Preserve annually, according to City of Phoenix statistics. Destroying any part of the mountain to align a high-capacity freeway will only have a negative impact on tourism and the many unique resources the park offers. We urge ADOT to stop providing studies that do not accurately or thoroughly address the impact this freeway has on South Mountain. It's time to stop the \$20 million and more in wasted tax payer's money to study the environmental impact and design for an alignment that no longer makes sense.</p>

Code	Issue	Response
1	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Right-of-way	Federal Highway Administration regulations do not allow the ownership of right-of-way to be a factor in the decision regarding the selection of an alternative.
3	Biology, Plants, and Wildlife	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Cultural Resources	
5	Section 4(f) and Section 6(f)	South Mountain's newest trails are the Bursera and Pyramid Trails (see Final Environmental Impact Statement page 5-8). The E1 Alternative is approximately 1 mile south of the Pyramid Trail and even farther from the Bursera Trail; thus, it would not affect either trail. The trails have walk-in access from Chandler Boulevard and 19th Avenue, with on-street parking. This walk-in access would be north of and adjacent to the planned extension of Chandler Boulevard and, thus, would not be directly affected. The walk-in access point and the part of the Pyramid Trial at the access point are located adjacent to a residential neighborhood and the City of Phoenix's planned Chandler Boulevard Extension. These trails are typically used for high-intensity recreational activities such as running, hiking, and biking, not noise- or viewshed-sensitive activities. All proposed action alternatives would span existing and proposed trails to avoid impacts. However, during construction (if an action alternative were selected), trails that would be spanned or would be near potential freeway construction would be closed for limited times for safety reasons. Closures would necessitate that trail users detour around construction sites to rejoin the trails farther along their length. According to Phoenix South Mountain Park/ Preserve rangers, the Gila Trail—although well-defined—is not a designated trail within the park. That said, the Gila Trail would not be affected by the proposed freeway or by the Chandler Boulevard Extension. The Final Environmental Impact Statement Appendix page A665 contains information directly from the Phoenix General Plan and early coordination with the City of Phoenix Parks Department. The trails in the preserve are exceptions to this statement and were always meant as such. The trails within 1/4 mile of the proposed alternatives were treated separately, as in the case of the Maricopa County Regional Trails System. Should an alternative be selected, the Arizona Department of Transportation and Federal Highway Administration would work closely with the City of Phoenix during final design to ensure the connectivity of trails is maintained, whether they are eligible as Section 4(f) resources or not.
6	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
7	Hazardous Materials	

Code	Comment Document
	<div>Thompson</div> <div>Document Created: 7/25/2013 12:10:46 AM by Web Comment Form</div> <div><div>1</div><div>I am satisfied with the alignment as proposed. It will provide a much needed, unhindered travel path through South Phoenix, Laveen, and connect both ends of the I-10.</div></div> <div>I know that this draft is to discuss the alignment and environmental impacts. I also want to voice my concern that this freeway not be an ugly scar across the lands, without any consideration of art or plant beautification along the way. For example, I don't want it to look anything like the ugly brown ditch we call the I-17. Freeways in the East Valley and the more recent extensions have been given some consideration as to the overall look presented to those traveling on the freeway,. The same consideration needs to be given to this project, as it will be one of the first impressions visitors traveling through the area will see. Local travelers should also consider this a source of pride, not just another eyesore in the South Phoenix corridor.</div>

Code	Issue	Response
1	Visual Resources	The proposed freeway would include aesthetic treatments similar to the other loop freeways in the region (see page 4-171 in the Final Environmental Impact Statement).

Code	Comment Document
<b>SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE</b>	
INCOMING CALL/COMMENT DATE: 7-25-13	INCOMING CALL/COMMENT TIME:
CALLER: SHARI TUCKER-GASSER	CALLER ADDRESS: 3619 E. WINDSONG DR PHOENIX, AZ 85048
PHONE:	EMAIL: tuckers@svn.com
<div style="display: flex; align-items: flex-start;"> <div style="margin-right: 10px;"> <div style="border: 1px solid black; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center; margin-bottom: 5px;">1</div> <div style="display: flex; align-items: center;"> <div style="border: 1px solid black; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center; margin-right: 5px;">2</div> <div style="border: 1px solid black; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center; margin-right: 5px;">3</div> <div style="border: 1px solid black; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center;">4</div> </div> </div> <div> <p><b>COMMENTS/REMARKS/QUESTIONS:</b></p> <p>Very concerned about how the SMF will affect the wells along Pecos that supply water to the Lakewood lakes and landscaping.</p> <p>The close proximity to homes and schools and the ability to evacuate 85,000 people should there be a major chemical spill. Also concerned about blasting through sacred South Mountain. (The hiking trails will no longer be used because no one wants to exercise in a smog infested area.</p> </div> </div>	

Code	Issue	Response
1	Groundwater	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner would be compensated by drilling a new well according to State regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.)
2	Hazardous Materials	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Cultural Resources	
4	Air Quality	



Code		Comment Document	
<b>SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE</b>			
INCOMING CALL/COMMENT DATE: 9/8/2013		INCOMING CALL/COMMENT TIME:	
CALLER: Linda Waring		CALLER ADDRESS:	
PHONE:		EMAIL: lwaring2728@gmail.com	
<b>COMMENTS REMARKS/QUESTIONS:</b> I live in Laveen. We need to get this highway project started.			

Code	Issue	Response
1		Comment noted.







